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THE AIR MAGAZINE FOR THE BUSINESS EXECUTIVE

JANUARY, 1957

Vol. 30, No. 1

A HAPPY & PROSPEROUS NEW YEAR TO ALL

In this issue:

Thunder Over the North Atlantic

Why the Businessman Must Study Air Freight

The Air Cargo World

International Air Cargo Rates

Air Commerce

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Net circulation of this issue (not including distribution to advertising agencies, advertising prospects, public relations firms, newspapers, and magazines; special distributions for promotional purposes; and cash sales) totals 9,676 copies. Gross circulation is more than 10,250 copies. This issue will be received by a minimum of

8,585	*shipping and business executives including:*	345	airline executives and other personnel
5,349	traffic managers	126	military establishments and personnel
1,008	presidents; partners; proprietors	70	trade organizations
127	vice presidents	259	Federal, state and city government departments
104	secretaries; treasurers; comptrollers	93	educational institutions and students
538	freight forwarders	68	business and public libraries
331	export-import managers; export-import merchants	42	foreign governments
278	purchasing agents	44	aircraft and aircraft equipment manufacturers
681	aviation department heads of industrial firms	44	miscellaneous
169	general and sales managers		

The most recent study of *Air Transportation's* circulation has shown a pass-along of each issue to 3.45 persons, or a total readership of 4.45 persons per copy. On this basis, this issue of *Air Transportation* will be read by a minimum of 43,058 persons. The latter figure does not include readers not classified under "net circulation."

DOMESTIC AIR CARGO

AIR COMMERCE

(REG. U. S. PAT. OFF.)

INTERNATIONAL AIR CARGO

VOL. 30 JANUARY, 1957 No. 1

Report Shippers Accept New Aaxico Cargo Route

New York—Ollie Stern, vice president-cargo sales of Aaxico Airlines, reported that the recently inaugurated New York-Atlanta-New Orleans cargo route "has met with immediate shipper success," particularly those shippers with bulk freight.

Stern

"Average load factor for the first month of operation was 89%," Stern said. "There was a Southbound average load factor of 96.8% for the first 15 days of December. Northbound lines have picked up from 5% to 15% due to connections with truck lines serving areas adjacent to Atlanta and New Orleans."

Stern is assuring shippers of 48-hour delivery service on "international cargo on airfreighter type traffic." Aaxico has a number of interline agreements with international carriers serving New York and New Orleans.

The all-cargo scheduled carrier recently became the 33rd airline and fourth freight line to haul air express. According to Stern, "mail and express have been a big help both South and Northbound."

CAL Buys Building

Denver—In line with Continental Air Lines' expansion program, a modern three-story office building near Stapleton Airfield has been purchased. It will house Continental's accounting division and sections of its treasury department, permitting expansion of other offices in the headquarters building at the airport.

Air France Puts Panama Under Lesieur Direction

New York—The North, Central American and Caribbean Division of Air France, which is under the direction of Henri J. Lesieur, general manager, has absorbed the Republic of Panama as the result of a reorganization. Prior to this action, Panama was a part of the West Indies Region. The airline stated that "the reorganization measure was taken in practical consideration of the orientation of Panama-Europe air traffic of Air France via Mexico and New York."

4 Irregular Airlines Desert ACTA for IMATA

Washington, D. C.—Factional dissent within the Aircoach Transport Association is reported behind the recent resignation of four supplemental air carriers. The airlines which terminated their association with ACTA are Meteor Air Transport, Modern Transport, Los Angeles Air Service, and General Airways. They have been accepted as members of the Independent Military Air Transport Association.

IMATA is a supplemental air-carrier trade association. It operates Air Exchange, an air procurement facility which serves to coordinate commercial and military charters throughout the United States. The joining of the four airlines brings IMATA membership to 11.

Frisco-Argentina Link

Buenos Aires—Formerly known as Condon Empresa Aerea, Transcontinental Airlines, S. A. has been authorized by the Argentine Government to establish a regular service between Buenos Aires and San Francisco, in addition to domestic routes. Five Lockheed *Super Constellations* will be purchased. Transcontinental is a private enterprise.

Slick Interest Is Bought by Railroad

A substantial interest in Slick Airways, scheduled transcontinental air freight carrier, has been purchased by the Chesapeake & Ohio Railroad, biggest of the bituminous coal carriers in the country. The purchase involved $3,333,000 worth of debentures, D. W. Rentzel, chairman of Slick, and Walter J. Tuohy, C&O president revealed.

Due in 10 years, the debentures will be convertible by the railroad into Slick common after January 1, 1959. The airline stated that additional shares of stock will be issued to meet the convertible feature of the debentures. Total debenture issue will reach $5 million, the difference between that sum and the C&O purchase to be taken by Earl F. Slick, founder of the airline and a director, as well as by members of his family. The Slick family controls the major part of the 850,000 common shares outstanding.

Slick which is rated as one of the Big 3 in domestic air freight carriage, will use the proceeds from the debentures to increase capacity. According to the C&O president, the railroad's investment in the airline "is in keeping with our belief that rail, air, water, and highway carriers all have their proper place in the transportation picture." C&O, which owns a fleet of car ferries, also is an important carrier of general merchandise.

Cargo is Recognized by Air Traffic Conference

Washington, D. C.—One of the results of recent meeting of the Air Traffic Conference is that air cargo representatives are now full participants. The Conference has reorganized its committee structure to encourage more stress on matters concerning shipment by air. The scheduled all-cargo airlines have joined the ATC.

Logair Going Strong

The combined Logair efforts of Riddle Airlines, Resort Airlines, Aaxico Airlines, and Capital Airways last year far surpassed the freight ton-miles flown by all the domestic air carriers of cargo. Paid by the military an average of 12¢ per ton-mile, the four carriers under contract to the Air Force received some $21 million for their activities in 1956.

Resort, which last July had its contract renewed for another period of three years, is rated as the biggest participant. Operationally, Riddle has taken first place for four consecutive months, receiving an average monthly rating of 98.55%, based on completion of schedules, arrival and departure time, aircraft maintenance, and general performance.

BRITANNIAS FOR NORTHEAST AIRLINES

Five of these British-manufactured Bristol *Britannias* have been purchased by Northeast Airlines. Costing in excess of $17 million, the big turboprop transports are scheduled to be delivered in the fall. The NEA-Bristol deal makes the airline the first in the United States to buy the 400-mile-an-hour planes which will be put into service on Northeast's East Coast routes. The Boston-based air carrier has an option on two additional *Britannias*. G. E. Gardner, NEA president, signed contract last month.

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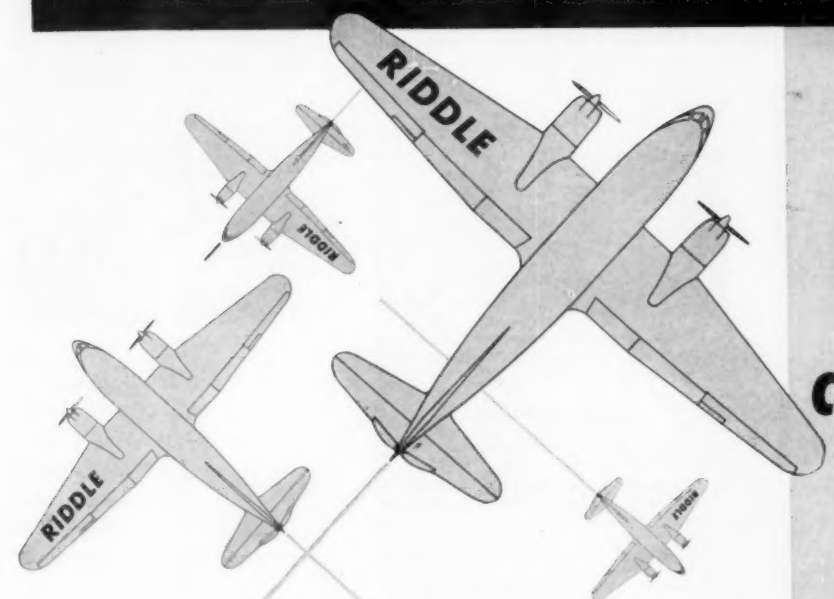

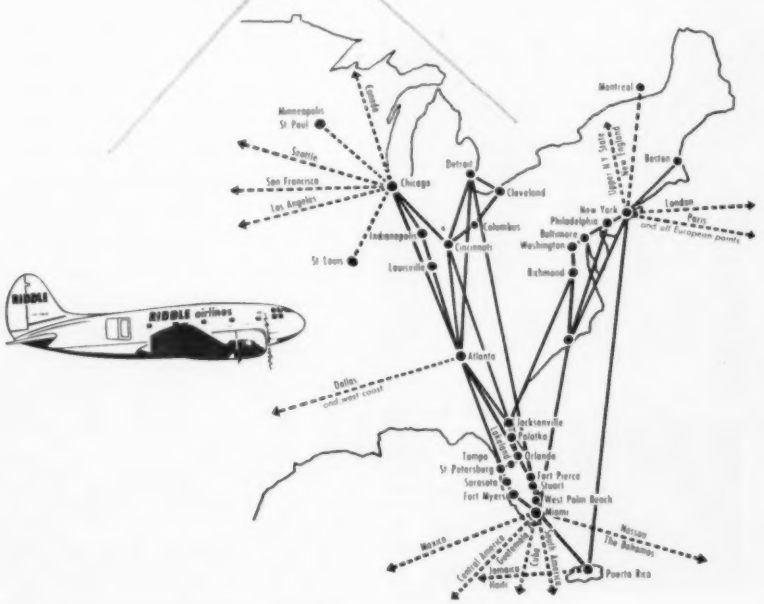

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The new low minimum rate recently instituted by Slick made it feasible for shippers of even the smallest packages to use airfreight for regular and routine delivery. Volume went up accordingly, which goes to prove the theory on which Slick was founded . . . that reduced transportation costs will enable air cargo to achieve its fullest use. The confidence of shippers enables Slick to offer the highest amount of service for the lowest minimum in the industry . . .

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Pan-American

Atlanta—Fulton National Bank Building, Marietta and Forsythe Streets; tickets only.

Swissair

New York City—3 East 54th Street; Hugo T. Mayr, general manager. This office houses the tariffs, interline, advertising and public relations, and personnel departments. (Reservations and cargo departments and the New York District sales staff remain at 10 West 49th Street.)

■

SERVICES

Domestic

Capital: A seventh non-stop *Viscount* flight between Washington and Chicago has been added. The new flight leaves Washington National Airport at 2:15 p. m. (EST), arriving in Chicago at 3:45 p. m. (CST). Return flight departs Chicago at 5:30 p. m., landing in Washington at 8:35 p. m.

International

TWA: Services to Cairo and Tel Aviv, curtailed during the Middle East crisis, have been resumed. The services have the approval of the United States Department of State and the CAA.

Ethiopian: Convair service between Athens and the cities of Khartoum, Asmara, Addis Ababa, and Nairobi, are being temporarily rerouted through Benghazi, Libya, and Wadi Halfa, Sudan.

Japan: Twice weekly service between Tokyo and Bangkok is now in effect. Flights are via Hong Kong.

Seaboard & Western: The all-cargo line's *Super Constellation* service across the Atlantic, recently stepped up to six flights a week in each direction (*see last month's issue*), offers the following services: Eastbound to London and Frankfurt, six flights weekly; to Stuttgart, five flights; to Glasgow, Amsterdam, Brussels, Nuremburg and Hamburg, three flights. Westbound—from London, six flights weekly; from Frankfurt and Munich, five flights; from Zurich, Paris, Dusseldorf and Brussels, three flights; from Hamburg, Amsterdam and Glasgow, two flights.

■

CHARTER

Latest advice from abroad, through the offices of Lambert Brothers Limited, London, indicates that the "brokers' endeavors still are limited by equipment scarcities, and on the whole there is very little of fresh inter-

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est." It is pointed out that "once again prompt business involving the larger types of aircraft has been extremely difficult to place, and brokers have in most of these instances been forced to advise charterers that they are unable to improve on regular airline rates." Some of the twin-engined equipment is under contract to the British Government, while other numbers of aircraft are engaged in commercial contract work. It is further pointed out that "space on the South African run southbound is once more at a premium, and enquiries circulating are faced not only with the lack of aircraft, but with the almost certainity of having to pay round trip rates." Among the recent cargo fixtures was a *Dakota* load of ships' machinery, flown from London to Singapore; a *Dakota* charter of general cargo, from Dusseldorf to London; and a *Super Constellation* charter of general cargo from London to Bombay.

■

INTERLINE

An interline traffic agreement has been signed by United Air Lines and Fiji Airways for freight shipment or travel over both carriers on a single through airwaybill or ticket. United has more than 150 such agreements. Fiji Airways operates exclusively in the Fiji Islands, serving five cities.

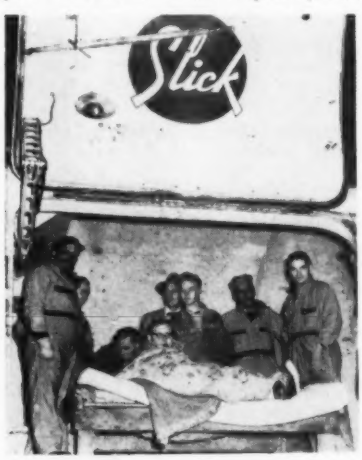
Northwest Orient Airlines has entered into an interline agreement with Chicago Helicopter Airways, providing helicopter service for NWA passengers between Midway and O'Hare airports, Chicago.

■

LIVE CARGO

Just as the Missouran, Robert Earl Hughes, reputed to weigh 1,041 pounds, posed a problem for the passenger airlines and then had to be shipped air freight, so did the editors of *Air Transportation* puzzle over where this news tidbit properly belonged. It was finally decided the piece belonged under the heading, *Live Cargo.*

Hughes, who spends his summer months touring with a circus, was trucked to airport at St. Louis—it was a specially-built



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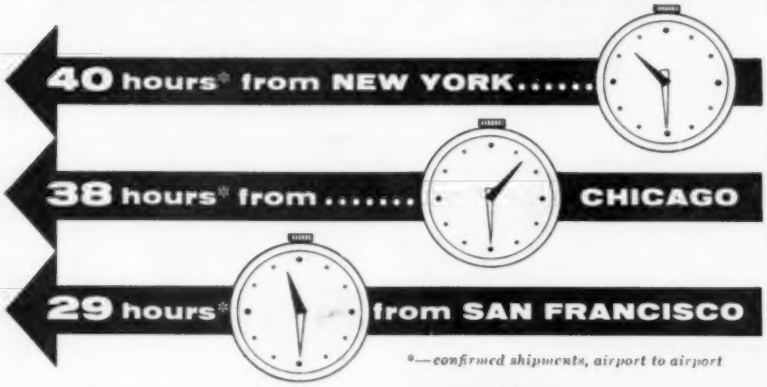

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truck—and forklifted aboard a Slick Airways cargoplane. He traveled on his outsize steel-frame bed as shown in the picture. A CAB exemption order was necessary before the fatman airlift could be accomplished.

Slick said that Hughes, who stands an inch above six feet has 40-inch biceps and a waist measurement of 122 inches. Further, the airline's publicist points out, "five 200-pound men can stand comfortably inside his trousers."

■

U. S. Airlines

Braniff: George F. Scott, aviation veteran, succeeds James Phillips as Fort Worth district sales manager. Phillips has been appointed district sales manager at Sao Paulo, Brazil.

Flying Tiger: Fred Benninger, general manager and secretary-treasurer, has been upped to the twin offices of executive vice president and treasurer . . . O. R. Burghardt and Ralph B. Stump have been named to the respective posts of secretary - assistant treasurer and assistant secretary.

Benninger
Tiger

National: Walter Sternberg, for the past two years an independent aviation consultant, takes over the new job of vice president-planning to prepare NAL's long-range program for the jet age. He served as the airline's vice-president-sales from 1949 to 1953.

Sternberg
National

Vardy
Riddle

Riddle: Joseph Vardy named director of planning and research, responsible for long-range planning and analysis of operations and traffic.

Northwest: H. G. Fairweather, who has a wide background with direct and indirect air freight carriers, appointed senior cargo sales representative for Detroit and Michigan . . . Joseph S. Sykes, formerly manager of international sales, named district sales manager at Taipei. He succeeds Frank A. Huntley, who resigned.

Pacific Northern: Thomas D. Stuart (ex-Pan Am) appointed director of industrial relations.

Pan American: Stuart Wooster appointed district sales manager at Washington, D. C., J. William Schmuck named to the same position at Chicago, and Donald E. Berard similarly at St. Louis . . . Patrick J. Oliver named district manager

at Denver . . . Forrest Stevens returns to Miami as reservations superintendent.

Slick: Horace Ainsworth appointed director of public relations. He formerly served as manager of the Dallas Retail Merchants Association and as a staff member of the Dallas Chamber of Commerce.

United: W. H. O'Donnell named superintendent of sales promotion for the Southwest Division, and B. W. Bolton superintendent of cargo sales for the same area . . . G. L. Leidendecker promoted to assistant district sales manager in Los Angeles . . . E. A. LaMarre transferred to Hollywood as city sales manager.

Foreign Airlines

BOAC: Eric J. Wheatley moves up to the post of sales development manager for the United States. Paul F. R. Vaillant, ex-manager at Buenos Aires, takes over Wheatley's former position as Boston manager . . . F. D. Oakey, district sales manager in Vancouver, shifts to Toronto as district sales manager there, succeeding G. W. W. Dodd, who has become sales development officer at London headquarters.

Japan: Stuart Richardson (ex-United) appointed sales representative in charge of commercial accounts for cargo and passenger traffic in the Los Angeles area.

Crimmins
SAS

SAS: Dennis Crimmins (Ex-BOAC and TWA) takes over the post of assistant cargo sales manager for the United States.

Swissair: Martin H. Bary replaces Edward Keiser as district sales manager in Chicago. Keiser has taken over the post of manager in Japan.

Traffic & Export

Clark Equipment Co.: Frank E. Juranek, divisional traffic manager for the past eight years, appointed general traffic manager.

A. W. Fenton, Inc.: Fred Irvine named export manager for the foreign freight forwarding and customs brokerage firm.

Yale Materials Handling Division: S. Wilson Clark promoted to manager of export sales

Monsanto Chemical Co.: J. F. Brady appointed traffic manager of the Inorganic Division.

D. S. Kennedy & Co.: Frank J. Burton elevated to traffic manager. He is former assistant transportation supervisor for the Northeastern Air Procurement District for the USAF.

Kentile, Inc.: Joseph J. Dolginko named assistant traffic manager.

Continental Baking Co.: Lyle B. Emerson appointed director of traffic.

Dannen Mills: Robert E. Payne upped to traffic manager.

American Blower Corp.: Robert Hall appointed traffic manager of the Columbus plant.

Air Associates, Inc.: Lorian W. Willey appointed vice president, responsible for traffic, production control, material, and purchasing.

Godfrey L. Cabot, Inc.: Paul P. Foley, former railroad traffic man, moves up to assistant general traffic manager.

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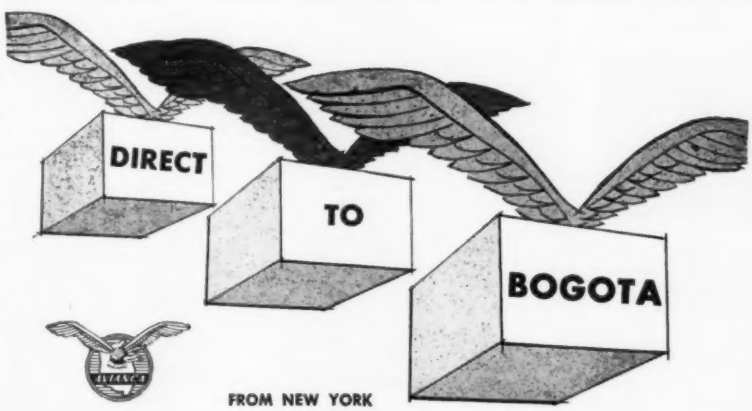

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CLUB NEWS

Wyoming Valley Traffic Club, Pennsylvania: Walter K. Cabot, general manager, Johnson & Johnson, last month served as guest speaker at a meeting held at the Hotel Jermyn, Scranton, Pennsylvania.

Traffic Club of Tulsa: Newly elected officers for the 1957 term—E. F. Freiner (Carter Oil Company), president; T. A. Blaske (Santa Fe Railroad), vice president; M. A. Baker (Nickel Plate Railroad), secretary-treasurer; Clyde Grever (Grever Trucking Company), C. R. Pitchford (Frisco Railway), O. B. Dooling (Amerada Petroleum Company), directors. Other directors elected for one year, included G. W. Jenkins (Rocket Freight Lines), P. E. Bolian (Service Pipeline Company), and J. T. Banks D-X-Sunray Oil Company).

Traffic Managers Conference of Southern California: Arthur F. Kelly, vice president, Western Air Lines, last month addressed the annual dinner on the subject, the *Motivation of Air Transportation.*

Philadelphia Chapter, Delta Nu Alpha Transportation Fraternity: Vernon Gray, district sales manager, Flying Tiger Line, gave an illustrated talk on the history and development of air freight. Gray also handled a question-and-answer session.

Transportation Club of Louisville: Keen Johnson, ex-Governor of Kentucky and currently vice president of the Reynolds Metals Company, was principal speaker at the club's 44th annual dinner.

Traffic Club of New York: Newly elected officers—W. J. Honan (Baltimore & Ohio Railroad), president; H. H. Huston (American Can Company), first vice president; E. J. Dean (Erie Railroad), second vice president; G. H. Burtis (Luckenbach Steamship Company), secretary; A. H. Brown (St. Regis Paper Company), treasurer; A. A. Monroe (Seatrain Lines), J. S. Carlson (Stauffer Chemcial Company), and C. H. Campbell (Illinois Central Railroad), directors.

Traffic Club of Minneapolis: A. B. Sparboe, vice president-Overseas Division, Pillsbury Mills, Inc., discussed America's part in world trade at the club's 41st annual dinner last month.

■

COMMERCIAL AIRCRAFT

The Export-Import Bank has extended a credit of $24 million to Japan Air Lines towards the purchase of four DC-8 jet airliners and a similar number of DC-7Cs. One credit is for $16.5 million which will be applied to the $29 million sale of jets, including spare parts and maintenance equipment. A second credit of $7.5 million will go towards the purchase of the DC-7Cs at $13.5 million. The financing deal stipulates an initial down payment of 25% by JAL and 25% participation in the financed portion by the manufacturer, Douglas Aircraft Company. The Export-Import Bank shoulders the remainder of the $42.5 million. The jet purchase credit is repayable semi-annually for seven years beginning in 1960, date of delivery of the aircraft. The DC-7 credit will be repayable semi-annually for five years beginning in 1958.

Panair do Brasil also has received an Export-Import Bank credit of 6.9 million for the purchase of four DC-7Cs and spares. The credit has been guaranteed unconditionally by five banking firms. The loan will be repaid monthly over the five-year period. About 10 years ago the Export-Import Bank loaned $3 million to Panair for financing the purchase of four Lockheed *Constellations,* the loan being repaid by July, 1951.

Douglas also reported that Linea Aerea Nacional de Chile has ordered four DC-6Bs. Delivery of the transports is scheduled for the latter part of next year.

According to Lockheed Aircraft, Qantas Empire Airways has taken delivery of its 14th *Super Constellation* since April, 1954. Simultaneously it was learned that the Australian airline purchased two additional *Super G Constellations* for delivery some 15 months from now.

Eastern Air Lines has leased six *Super G Constellations* from Seaboard & Western Airlines and the same number of *Constellations* from TWA. Added to its regular fleet of aircraft, Eastern will provide "the greatest winter airlift in the history of commercial aviation."

British European Airways has become the first airline in the world to operate *Viscounts* as all-cargo aircraft. The all-freight service at the present time is being operated on a two-nights-a-week basis between London and Milan. It is understood that within the very near future the *Viscount* airfreighters will operate nightly between the British and French capitals. The *Viscounts* haul six tons of freight as against the three tons carried by the *Dakotas* previously used in freighter service.

Before BEA inaugurated its *Viscount* freighter service to Milan, the *Dakota* would arrive in the evening and lay over until the following day to accommodate passengers travelling to London. Under the new arrangement, the *Viscount* is converted to a freighter after the passengers have disembarked. The job of removing all the seats and carpets and covering the walls requires approximately one hour, following which the turboprop is ready for loading and immediate return to London. On arrival the plane is reconverted for passenger use.

According to Henri J. Lesieur, general manager of the North, Central American and Caribbean Division of Air France, the Model 1649A *Super Constellations* the French airline will begin receiving next June, will carry RCA weather radar equipment.

■

CAB

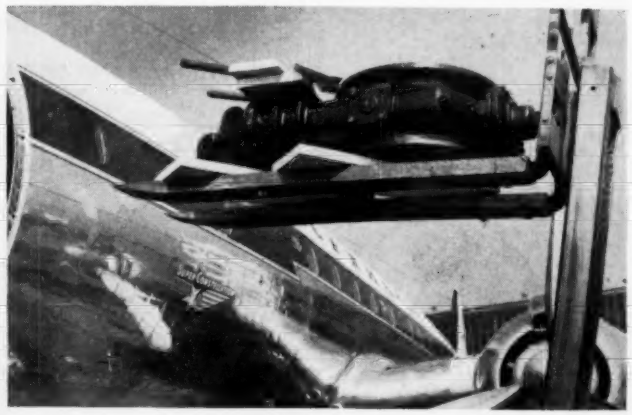
The Civil Aeronautics Board has authorized Lake Central Airlines, local service air carrier, to extend service from Lima, Ohio, to Detroit, via Toledo. A similar application by North Central Airlines was denied.

Transportation of explosives and dangerous articles: The following CAA

(*Continued on Page 24*)

The Air Cargo World

THIS PALLET-LOAD OF BABY FOOD is only part of an initial shipment of 2,500 pounds en route via Air France to the children of Hungary. Several days later the French airline hauled another 2,000 pounds of Heinz baby food.



HYDRAULIC VALVE weighing nearly a ton and five feet long is fork-lifted into a Lufthansa *Super Connie*. Flown from Frankfurt to Madrid, it was stowed in the front tourist-class compartment where seats had been removed and the floor strengthened and fitted with anchors for tiedowns.

AIRFREIGHTING of a General Electric power transformer coil weighing 8,600 pounds (left) helped to restore a damaged 50,000 KVA unit located in the Northwest in record time. Picked up late Tuesday at Windsor Locks, Conn. by Slick Airways, it was off-loaded at San Francisco next day and trucked to Portland.

ALVIN E. LEVENSON, KLM's United States cargo sales manager, sees Louis Lapidaire off at Idlewild. Lapidaire, the Dutch airline's cargo chief in France, conferred here for three weeks to arrange new Franco-American cargo traffic.

SIX MILLION DOLLARS' WORTH of French perfume (weight, eight tons) formed half a record Westbound commercial air freight load of 31,500 pounds (right) airlifted across the Atlantic by Seaboard & Western Airlines.

The air freight forwarders say:

IATA action in eliminating the mixed-consignment rule for transatlantic shipments is discriminatory and prejudicial.

A BREWING industry storm, prompted by the Paris decision of the International Air Transport Association to drop the so-called mixed-consignment rule and the filing of a superseding rule with the Civil Aeronautics Board, burst into full fury a few days before Christmas and has roared into the new year.

The transatlantic carriers' unified action brought charges of "prejudice" and "discrimination" from an important group of international air freight forwarding firms, 14 of which signed protest wires dispatched to IATA and 25 airlines. From abroad came news of a three-page protest, sent to the Paris headquarters of IATA Traffic Conference 2, signed by all the accredited consolidators in West Germany. In a covering letter, the German forwarders' association, Arbeitsgemeinschaft Spedition und Lagerei E. V., stated that "if no way is found to meet the requirements of the . . . forwarders, it will seriously prejudice the interests of the parties associated with air cargo transportation." Copies of this petition were sent to IATA Traffic Conference 1 in New York, Federation Internationale des Associations de Transitaires et Assimilés in Paris, and the German offices of all IATA carriers there.

On the other hand, cargo executives of various IATA carriers indicated to *Air Transportation* that the consolidators had only themselves to blame because of alleged flagrant "abuses" and the "misuse" of a rule originally established to encourage and abet volume cargo across the North Atlantic. This point was virtually unanimously made by the airlines contacted, although with varying degrees of emphasis. It was learned by *Air Transportation*, however, that at least one airline, and probably more, will interpret liberally the superseding mixed-consignment rule which became effective January 1.

What It Means

On August 15, 1955, when about 1,000 specific rates for individually named commodities moving between specific points were boiled down to 48 broad classifications, it became permissible for forwarders—and, of course, direct shippers—to consolidate into a single shipment a variety of commodities falling within a classification at a single rate beginning at the 45-kilo (100-pound) breakpoint. The snuffing out of this mixed-consignment rule means that the situation has reverted to what it was prior to August 15, 1955; that is, broadly speaking, if a 45-kilo shipment contains mixed commodities, it must be charged at the under-45-kilo rate for each separate commodity therein. But even this, it is hinted, will be open to interpretation.

Top executives and representatives of many well-known air freight forwarding firms, including the biggest and most influential, met in a protest session at the New York headquarters of Pan-Maritime Cargo Service, Inc. Charles L. Gallo, president of Air Express International and head of the Air Freight Forwarders Association, who stated early in the meeting that his firm was "not especially hurt by the IATA action" but had come as an "interested observer," acceded to a request that he act as chairman. Stating that he was "sympathetic to your problem," Gallo added that "what's good for the forwarding industry is good for AEI."

The most persistent charge made by the consolidators was that the dropping of the mixed-consignment rule was merely the first step aimed at destruction of their industry. Typical of this feeling was the deliberate statement by a forwarding executive:

"It is a direct action against everyone in this room. It is aimed at killing off the air freight forwarder."

The accusation was made that a "bloc of foreign airlines" was responsible for ramming the change through. But which airlines formed that bloc no one appeared to know with certainty, although there were guesses that won general agreement. It was claimed that at least one United States-flag carrier had fought the other carriers, and the forwarders were reminded that

The IATA airlines say:

The mixed-consignment rule was removed because the forwarders abused the purpose for which it was originally devised.

OVER THE NORTH ATLANTIC

By RICHARD MALKIN
Executive Editor

"it's American traffic we've been giving the IATA airlines."

"If the new rule stands," another predicted, "the small transatlantic consolidators will be forced out of business —at least, out of the transatlantic business."

"Yes, that's right," a forwarder agreed, "we're planning to suspend our transatlantic operation. I don't know what will happen after that."

Others, however, did not adopt quite this extreme attitude, although there was no inclination to play down the seriousness of their position. What conceivably may happen, if only as a temporary expedient, is that the smaller entities will become cargo sales agencies for the bigger consolidators.

Proposed Actions

Considerable discussion centered on four proposed courses of immediate action: (1) protest as a solid group; (2) file a petition with the proper authorities: (3) establish a committee which would work towards Congressional action; (4) examine the possibility of utilizing supplemental air carriers. Although CAB action clearly would be preferred by the forwarders, it was generally agreed that this would be unrealistic at the present time, for "getting a CAB hearing would waste a year before it was held."

An impassioned plea in favor of taking a determined stand against what was called "discrimination against the forwarder" brought the suggestion that "the direct shippers should get on the band wagon."

"They will be hurt, too," the forwarder claimed. "They can help. This problem is much too big for us. What concerns my company mostly is the way the airlines do the things they do."

Following are verbatim statements at the meeting which underscore the current feeling of the forwarders:

▶ "We wrote to the various airlines and tried to find out what the official interpretation (of the new rule) is. There is no agreement as to what it means exactly."

(*Continued on Page 21*)

MIXED SHIPMENT RULE*

Applicable to All Transatlantic Traffic
(Effective January 1, 1957)

(a) When a consignment consists of more than one article or commodity separately packaged, the shipper must declare separately the weight, value and contents of each package in the consignment except that weights and values of packages having contents comprised of the same commodities may be combined; the lowest total charge for such consignment will be assessed in accordance with Paragraphs (i) and (ii) below:

(i) Charges should be assessed as if each package had been shipped separately;

(ii) When two or more packages in the consignment are subject to the same commodity description, rate and conditions except for their individual weights (or volumes) charges for such packages shall be assessed on their total weight (or volume).

(b) When a consignment consists of different articles not subject to the same commodity description, rates and conditions and the weight (or volume) of the different articles is not determinable for the purpose of carriage, charges shall be assessed on the basis of the applicable general cargo rate.

(c) The valuation charge for mixed consignments shall be assessed on the basis of the total declared value for carriage of the entire consignment.

(d) Mixed consignments shall not include any of the following articles, commodities or goods: live animals gold, platinum, platinum metals, precious stones, legal banknotes, securities, shares and share coupons or human remains, cremated or other than cremated

*As taken from the tariffs of Pan American World Airways and Trans World Airlines.

Why the Businessman Must Study Air Freight's Economic Possibilities

By STUART G. TIPTON
President
Air Transport Association of America

EVER since trade began, the distribution of goods and things has dictated the course of trade itself. And in turn, each new form of transportation as it has appeared has effected changes in distribution and other business techniques, so that new markets have been opened and new opportunities afforded.

In Chicago, over a century and a quarter ago, Oliver Newberry and George Dole, merchants and shipbuilders, set a whole new trade in motion. In 1839 they loaded some 3,000 barrels of wheat aboard one of their schooners, the *Oceola* outbound for Buffalo and thence through the Welland Canal, across Lake Ontario and up the St. Lawrence River to the ports of the world.

That shipment was important because it marked Chicago's beginning as a citadel of commerce and as a focal point for distribution. Chicago has never lost that distinction. The rails came and made this city not only a great water gateway, but a great railroad hub. And today in this age of high-speed air transportation, Chicago is one of the great crossroads of the air.

New Revolution

There lies dormant, however, a new revolution which can parallel the revolution in trade that Newberry and Dole brought about when they opened up the waterway for the flow of the Midwest's products to the ports of the world. That new revolution, still dormant, will be found in air freight.

Even though air freight volume is growing, it can be seen that the amount of freight that goes by air is just a drop in the bucket compared to the amount of freight that moves by other means. It is far from the impact of the kind of revolution that the *Oceola* started so long ago. But in 1839 the *Oceola* was only a drop in the bucket, too.

By the time Newberry and Dole had packaged the first shipment of grain to protect it against the weather, loaded it with "Irish Manpower" onto the fourmaster, hauled it the length of the lakes to Buffalo where it had to be unloaded and loaded again on a larger vessel—*the price per bushel of wheat had almost doubled!* The cost of distribution from source to warehouse to market was a prime consideration in the basic operating formula of their new business.

"The management which analyzes its needs, and determines that air freight will provide a more profitable distribution concept, is going to be taking a long step out ahead of its competition."

That is still true today. According to a Twentieth Century Fund Study, for instance, the cost of distribution of most goods today amounts to more than 50% of the total cost of the goods sold. In fact, the survey shows that 59¢ out of every *dollar* goes towards the cost of distributing goods, as contrasted with the cost of producing them.

That distribution cost, of course, reaches far and beyond the price tag on transportation alone. It includes money spent for marketing, sales, advertising, warehousing, insurance, materials, handling, taxes, packaging, elements of capital investment, and inventories. It is not only good business sense, but it is also just plain common sense, that if we can cut down on any one of these expenses, the reduction is going to have a direct effect on the profit side of any business.

As you review these items of distribution cost, it is plain that many of them can be reduced by the speed of air freight. Consequently, air freight is a new key to open a door that can lead to a whole new distribution system concept. It is a growing and important new service that needs to be more closely examined by every person who has anything to ship—it needs to be examined in a new light and put to a fairer test of its utility.

Admittedly, air freight is young—just starting its second decade as a scheduled operation by the airlines. But it is not mysterious glamour transportation any more. It is not something "coming tomorrow." It is here. Its impact is being felt in virtually every field of business and industry.

Two Examples

Consider what happened, for example, in the case of the California flower growers. Because shipment of cut flowers brought Eastern markets within their reach "overnight by air," revenues to the growers mushroomed from $2 million to $20 million annually in the short span of five years.

Or, take the case of the precision machine people in Cincinnati. And I'm referring to big machinery—precision lathes and dies and presses that weigh as much and more than a bull elephant. Shipping these machines by airfreighter has become almost standard practice. Why? It was discovered that airshipment decreases the hazard of jiggling and jarring common to surface travel and yard movements—and also eliminated the time and money for specialists needed at destination points to readjust the delicate precision tools.

Alert business executives have discovered that shipping by air has helped them to wring more profits out of a

firm's operating capital, as well as opening up new areas of sales in new markets. In many cases, they have been able to reduce the investment needed to finance their operations. Other businessmen have found they can do more business, without increasing their investment. And there are many who have parlayed the ability to do more business in less time into substantial increases in both the percentage and the amount of profit.

I want to come back to that point later on, because how it works, and how it can be used to the benefit of any business, is one of the least understood, but certainly one of the most important aspects, of the usefulness of air freight.

But first, I believe it useful that we take a brief look at the present character of air freight operations. Air freight has come a long way in the 10 years since the end of World War II which so conclusively demonstrated the capabilities of airlift and the transport of just about anything and everything by air.

A lot of freight moves in the cargo bins of the passenger planes. This business of the combination passengercargo airplane is not a high-priced premium service and it shouldn't frighten away the prospective shipper.

Rather, it should attract his business. The reason is this: The combination aircraft cannot carry as much cargo as a purely all-freight plane; but combination aircraft do offer, in both short-haul and long-haul operations, something like 2,900 daily scheduled flights to some 970 cities. And the same service internationally extends to some 152 cities abroad. The market-reaching potential of this passengercargo plane service is self-evident.

Scheduled All-Cargo

In addition to combination aircraft, there are scheduled all-cargo services operating exclusively freight operations that serve some 79 cities direct. These airplanes are obviously more flexible in the handling of freight, since they can accommodate very large shipments and can devote themselves entirely to the needs of the shipper.

However, the fact is that air freight is not being used enough by people who would gain from its use. As a result, many businesses are not getting the full benefits—or even the fringe benefits—of its economic advantages at a time when the national income, production, employment and just about everything else are bursting at the seams. In addition, competition was never at a higher pitch, and air freight offers many competitive advantages.

What has kept air freight from being used more? There are perhaps four principal reasons:

1 For years, airline people and potential shippers have been waiting for a "dream plane," living in a cloud of wishful thinking that any day—always tomorrow—a miracle all-purpose airfreighter would appear. This airplane would cost virtually nothing to operate. Everybody's problems would be solved, and air freight would be turned into a Utopia of utilization.

2 There still is a lack of understanding as to capabilities of the airplane to carry various types of goods and things.

3 There has been too much emphasis in selling shippers on air freight as a service geared primarily to emergency type, rush-rush shipments.

4 And, most important of all, there has been a failure to study air freight as a source of new profit through the lowering of other distribution costs and through increasing the use of capital. Too often air freight has been viewed as transportation cost alone, without regard to its influence on such other elements of distribution cost as warehousing, inventories or packaging.

"Dream Plane"

Now, let me take these things one at a time. First, the "dream plane." The all-cargo airfreighters in operation are, for the most part, passenger airliners with the seats removed and their interiors, and to some extent their structure, adapted for cargo accommodations. True, these freighters incorporate many innovations like temperature control, special loading ramps and cargo doors, pressurized cabins, refrigeration, and even stalls for the great variety of animal cargoes that move by air. But to call them freight planes in the pure sense that we think of freight cars would be a misnomer. They are aerial freighters because they carry freight.

Maybe some day a "dream plane," an ideal air freighter with very low operating costs, will be put into service. But there isn't one right now. And there's no point to waiting for one, because today's planes can be used for air freight *today*—with benefit both to airline revenues and business profits.

Now, as to the second point, a widespread lack of understanding of the airplane's ability to carry a wide variety of things has greatly retarded the use of air freight. Many shippers don't use air freight today because they simply don't realize what it can offer in the way of lift.

Take this old saying, for example: *"If it's small and lightweight, ship by air. If it's large and heavy, ship by surface."* That rule might have applied 10 years ago when the DC-3 was just about the biggest airplane we had in service. But it certainly doesn't hold true in most cases today.

You can't call a 20,000-pound turbine shaft that is 60 feet long a small piece of machinery. Big aircraft engines and big electric turbines that weigh anywhere from two to six tons aren't *small* items and they certainly aren't "lightweights." Yet big, heavy shipments like these regularly make up the manifests on cargo flights. Some of our new cargo planes like the Douglas DC-6A and the Lockheed 1049D can carry loads up to 30,000 pounds. Just about anything goes by air these days.

Every-Day Service

As to the third point—the widespread notion that air freight is for emergency shipments only — because the advantage of speed is always present, and so prominent, many shippers think only of using air transport when they need to get things places in a hurry. This is the philosophy that air freight is a "special delivery" type of thing. It should not be so regarded. It should be regarded as an every day, first-class, regular service to be used in transporting goods irrespective of whether they have been traditionally regarded as requiring high-speed transportation.

As for comparative costs of air and surface shipments, air freight rates are generally higher than those for surface transport. But the contribution made by air freight to the reduction of other distribution costs may enable air freight to add to profits on an everyday basis.

And there are actually cases where direct transportation costs are cheaper by air than they are by surface means. One of our airline cargo salesmen told me recently that he walked through the shipping department of a Chicago factory and found hundreds of pieces of cargo marked for surface carriage. When he talked with the traffic manager about this and asked him why he picked surface instead of air shipment, the answer was simply: "Because it is cheaper."

The facts show differently. These were 100-pound boxes. And the rate by air from Chicago to Washington, which was their destination, happens to be $7.15 per 100 pounds as compared with the applicable, first-class express rate

(*Continued on Page 20*)

U.S. AIR FORCE

LOCKHEED'S NEW STARFIGHTER (USAF'S F-104) — "A MISSILE WITH A MAN IN IT" — IS THE WORLD'S FASTEST JET FIGHTER, CAPABLE OF OVERTAKING AND DESTROYING ANY AIRCRAFT OF ANY SIZE KNOWN TODAY.

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TIPTON ARTICLE

(Continued from Page 17)

of $8.75, a saving of $1.60 on each piece in the shipment. Similar rate advantages are available along the entire system.

However, despite the favorable comparison just given, a fourth factor that has slowed up the use of air freight has been the tendency to use the direct comparison between transportation costs as the basis for deciding which form of transportation to use. This is the failure to see air freight as a source of new profit through the lowering of other distribution costs. Take packaging as an example. The difference in packaging costs for readying a shipment for ground transport, as against make-ready for air shipment, may more than eat up the apparent dollar savings realized by using other forms of transport.

Insurance is another example. The speed of air transport automatically cuts down on insurance costs because of the shorter time involved in transit. Less pilferage is another obvious advantage of shipping by air. The president of a large New York jewelry store commented recently that his company imported all of its goods from Europe by air, not only for the sake of speed of delivery, but because there is far less opportunity for the pilferage which is a major problem around New York docks.

Another example of how air freight cuts down on distribution costs is seen in the fact that air freight permits lower inventories. Money formerly required for inventory can then be employed in other ways of benefit to the business—on more promotion or in generating new markets.

In recent years, there has been a growing awareness of how air freight can save money by reducing inventories, and hence affect profits. However, almost no attention has been paid to how air freight can speed up the rate of return on dollar investment.

If, for example, a firm has earnings, as a percentage of sales, of 7%, and if changing to an air freight distribution program would increase transportation expenses so as to reduce earnings to 6% of sales, the switch to air transportation would appear at first glance an unwise move. But, if this change in transportation medium acted upon inventory levels so as to increase capital turnover from four to five times a year, air transportation, despite its apparent greater cost, will be improving the rate of return on dollar investment.

In the first situation, earnings of 7% multiplied by a turnover of four would give a return on investment of 28. The new picture, with earnings of only 6%, but with a turnover of five, gives us a rate of return on investment of 30—the lower earnings return, as a percentage of sales, has been more than offset by the increased turnover. With air freight, capital can be used and reused with much greater frequency than when surface transportation is employed.

Special Characteristics

I am not saying that surface transportation does not have many inherent advantages of its own. I am simply saying that air freight has certain characteristics which can make it an avenue to increased profits for many businessmen who have never considered using it as a means of altering their distribution system and improving the use of their capital.

What steps can a businessman take to determine whether air freight will increase the profits of his business? These at least serve as a starter:

- Regardless of past thinking, be aware that air freight may hold profit possibilities for your business.
- Remember that even as a transpor-

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tation cost, air freight may cost less than surface transportation; comparisons with rates for rail express service may be instructive.

▶ But learn to study air freight not just as a transportation cost, but as a means of cutting other distribution costs.

▶ Learn to see air freight not just as a means of reducing inventory—which it it—but as a means of increasing the turnover, and hence the profitability, of capital used in inventory.

▶ Invite an airline air freight specialist to prepare an analysis of how air freight can mean more profits for your particular business.

And this much can be certain: The management which analyzes its needs, and determines that air freight will provide a more profitable distribution concept, is going to be taking a long step out ahead of its competition. • • •

MALKIN ARTICLE

(Continued from Page 15)

▶ "Some carriers interpret classifications different ways. How do we interpret?"

▶ "Take phonographs and albums, for example. The new rule will cost shippers $55 more per 100 pounds."

▶ "My personal feeling is that the tariff filed by IATA does not qualify for CAB regulation."

▶ "Why can't we get the supplemental carriers to fly charter loads to Europe? Between us we can make effective deals abroad and arrange for return loads."

▶ "I'd prefer not to do business with the airlines that hurt us."

▶ "IATA put the rule in to encourage more traffic. It also encouraged some of us to go into consolidation. Now IATA pulls the rug from under us."

A suggestion that the non-AFFA members consider joining the organization for what was described as the best means of protecting their own interests, received no direct action during the session. The head of an old-line freight forwarding firm with important connections abroad insisted that "we do not want to take this matter lying down and a protest should be framed tonight." This prompted another executive to propose that the meeting "vote now on sending a wire now or turn the other cheek." The vote carried by a margin of roughly two-to-one. This did not indicate that the minority was opposed to the protest as such. It was the matter of timing with which most of them disagreed. One of the latter group eventually became a signator of the telegraphed protest, the text of which follows:

The international air freight forwarder signatories hereto do hereby take exception and protest the arbitrary and unwarranted action of IATA and the members thereof in their elimination of the mixed-consignment rule between Areas 1 and 2, effective January 1, 1957, as being unjust and unreasonable, unjustly discriminatory, unduly prejudicial, and otherwise contrary to the public interest and the CAB's declaration of policy.

Signing were: ABC Air Freight Co., Inc.; Acme Air Cargo, Inc.; Air Express International Corp.; Air-Sea Forwarders, Inc.; Airborne Freight Corp.; Arista Shipping Co.; Flete Internacional Corp.; Flying Cargo, Inc.; Hensel, Bruckmann & Lorbacher, Inc.; Frederick Henjes, Jr., Inc.; Intra-Mar Shipping Corp.; H. G. Ollendorff, Inc.; Pan-Maritime Cargo Service, Inc., and J. D. Smith Inter-Ocean, Inc.

The protest sent by the association of German forwarders, to which all IATA agents in West Germany belong, was signed by the principals of 67 companies and branches. The signatures alone covered seven pages. The full text follows:

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The undersigned IATA Agents in their capacity as IATA-approved Air Cargo Consolidators take the liberty of herewith drawing your attention to the following:

Some days ago we were notified by circular letters from a few Airlines that, effective January 1, 1957, apart from the increase in the normal rates via the North Atlantic, the Specific Commodity Rates will also be subject to some increases as well as alterations in commodity specification. We also were informed that the so-called Mixed Consignment Rule will expire in the North Atlantic Traffic on the same date. The new rate tariff, however, has not yet been made known to us and no comments were made regarding the consequences of the cancellation of the Mixed Consignment Rule.

All the undersigned members remember very well the efforts made by the IATA Carriers through press and direct publications to advertise the advantages of the Co-Rates structure of August 15, 1955, in combination with the Mixed Consignment Rule. Carriers' sales organizations in this country emphasized to exporters that IATA Agents in their capacity as consolidators would now be able also to issue lower rates for shipments weighing less than 45 kilos. Following these suggestions, we introduced effective September 1, 1955, substantially reduced consolidation rates which were filed with your Office. By means of this tariff we made available to shippers rates which lowered air transportation costs by approximately 45%, our minimum rates being still more advantageous. Through this rate structure we covered especially those weight classes which particularly called for a rate reduction. It is a fact that now after more than one year's validity of these reduced consolidated rates, international trade circles on both sides of the Atlantic are using them as a permanent calculation basis.

As soon as the new Specific Commodity Rates become effective and the Mixed Consignment Rule expires, there will be no other way than considerably to increase the present consolidated rates. Until December 31, 1956, we shall have been able for almost one-and-a-half years to offer consolidated rates to New York as under:

up to 11.15 kgs.....$1.80
over 11.5 to 22.5 kgs.....$1.70
over 22.5 kgs.....$1.60

for goods belonging to the commodity classifications of the present IATA Specific Commodity Rates Tariff. Effective January 1, 1957, however, we shall be forced to increase our rates by $0.80 to $1.00 per kilo, which means an increase up to 60%, unless favorable consideration is given to our application as specified below. Should it, however, be necessary to increase our rates system we feel that international traders using air freight now would then not be able to absorb this higher rate. In our opinion, such a step would stimulate the use of express steamer services instead. According to our records, the freight volume of all IATA carriers serving the North Atlantic would suffer considerably, since our statistics show that approximately 80% of all shipments under our control belong to the weight class up to 45 kilos. As Agents of International Air Transportation and their Members, we feel we cannot and may not accept such a development without having tried to save our mutual industry from the adverse results to be expected.

The undersigned IATA Agents have agreed in a joint meeting to suggest to you an alternative which foresees the possibility of continuing their present consolidated rates. For this purpose, we hereby apply for a Specific Commodity Rate for

> Mixed Consignments offered by Consolidators, consisting of goods belonging to the commodities as specified in the new Co-Rates Tariff (with the exception of Items Nos. 8910 and 8482),

valid during an interim period until final decision can be made with regard to reformulation of the Mixed Consignment Rule. We suggest that the height of this co-rate should range within the scale of the new IATA Co-Rates Tariff, *viz.* from $1.10 to $1.27.

The undersigned express their confidence that the IATA Carriers involved will regard this application as an attempt to reach a solution which helps to retain air freight volume which otherwise would be diverted to ocean freight or ocean consolidated traffic.

You will appreciate that eventually we shall have to inform shippers through the press and circular about our tariff increases before the end of the year. Therefore, we ask you kindly to let us have your comments regarding the above application at your earliest convenience.

We take the liberty also to direct copy of this letter to IATA Traffic Conference 1, New York, to the German Head Offices of all IATA North Atlantic Carriers, and to the Fédération Internationale des Associations de Transitaires et Assimilés (FIATA).

All the undersigned are affiliated with the German Forwarders Association, the Arbeitsgemeinschaft Spedition und Lagerei e.V., Bonn, and, for this reason, we have arranged that this memorandum be submitted to you through that organization.

Meanwhile, in New York, the consolidators indicated that their effort will not end with the wired protest to IATA and its transatlantic carrier members. Legal recourse is being seriously studied. It is known, at this writing, that at least two more meetings have been scheduled by the forwarders.

Presstime Developments

A second session of the international air freight consolidators, held in the offices of Flying Cargo, Inc., in New York, resulted in the dispatch of another telegram to the International Air Transport Association and to the individual transatlantic IATA carriers. Signed by the International Air Cargo Forwarders Group, the wire requested postponement of the effective date of the mixed-consignment rule, pending a "joint review of the situation." It called the elimination of the rule "injurious to the shipping public," and warned against shippers' possible diversion of air cargo to express surface carriers. The decision to send the wires, which presumably were received three days before the January 1 effective date of the new rule covering mixed consignments, was unanimous.

Edward J. Raphael, president, Flete Internacional, Inc., presided as chairman of the meeting. A four-man "presidents' committee" has been formed for the purpose of discussing with IATA the current problem and possible solutions, and to establish formal liaison with an eye towards finding grounds for and maintaining better mutual understanding and relationship. The committee includes Joseph Sattele, secretary, Acme Air Cargo, Inc.; Walter Schaaf, president, Hensel, Bruckmann & Lorbacher, Inc.; Morton Brautman, president, Pan-Maritime Cargo Service, Inc.; and I. Richman, attorney, ABC Air Freight Co., Inc.

The most significant outcome of the consolidators' meeting was the indicated intent to organize on a formal and permanent basis. It would set up machinery for policing its own industry and press legal action against offending members and non-members.

Airlines' Reactions

In an effort to determine the individual positions of the carriers on the flare-up in the air cargo industry as a consequence of elimination of the mixed-consignment rule, *Air Transportation* surveyed numerous freight executives here and abroad. In by far the majority of cases, the airline cargo chiefs refused to allow their names or affiliations to be used in connection with their statements. These utterances ranged all the way from private sympathy for the forwarders to outright condemnation of their alleged malpractices.

In an exclusive statement to *Air Transportation*, however—the first issued by the airline—Willis G. Lipscomb, vice president-traffic sales of Pan American World Airways, said:

"Of course, the lack of an agree-

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ment on mixed consignments does impose more restrictive conditions upon air cargo consolidators and agents who have been most effective in aiding the airlines to develop international air cargo traffic.

"Pan American believes that the international air carriers took a retrogressive step when they failed to continue the existing agreement covering transatlantic mixed-consignment cargo. We have published a tariff rule describing the requirements necessary under the new situation in lieu of the previous rule, and we intend to administer our mixed-consignment rule as liberally as possible within the terms of our tariff."

S. E. Russ, TWA's director of cargo sales, told *Air Transportation* that his company was publishing a new rule identical with that of Pan American.

"Basically, with lack of specific resolutions with respect to mixed shipments, we feel that the rule TWA is publishing is most equitable and fair that can be published under the circumstances," Russ said. "We have tried to work this thing out as best we can with the things we have to work with."

From Abroad

Dirk Koek, who heads up KLM's Freight Marketing Department in The Hague, cabled:

"Our viewpoint towards elimination of mixed-consignment rule is as follows:

"(a) In discussing this subject within IATA there was no opposition of any one carrier against changing the mixed-consignment rule existing prior to January 1.

"(b) If agreement could be reached as to the new wording and consequently the resolution expires automatically on January 1.*

"(c) It has definitely not been the intention of the airlines to put the forwarders out of business. The reason why the existing rule had to be changed was that certain misuses have been seen without the carriers being able to effect proper control. This in itself can be extremely dangerous for the carriers as in fact tariff violations did occur without carriers knowing it.

"(d) We cannot see why the nonexistence of a separate mixed-consignment rule can be construed as being discriminatory."

A cable from W. D. Koster, system cargo sales manager of British Overseas Airways Corporation, whose headquarters are in London, asserted:

"The only action left for us to take on the withdrawal of the old mixed-consignment resolution applying to the North Atlantic is to bring into effect the rating resolutions still valid. There is no possible alternative action that an IATA carrier can adopt, for the rating resolutions on ordinary rates and commodity rates are fully effective and all goods will be carried at the rates published and filed with CAB. This means that goods will be rated on the actual rate that they themselves qualify for. If any commodity in itself by its description and weight justifies a commodity rate so it will be charged. If articles do not in themselves on description and weight justify a commodity rate, normal rates will apply. If there is a group consignment of a similar commodity which together justify a commodity rate, then that co-rate will be applied."

In the ensuing paragraphs are the statements given to the writer by other airline cargo executives. *Air Transportation* respects the request of each not to divulge the source. Their assertions, however, provide an extremely interesting and fluid picture of the situation as it is today on the carriers' side of the fence.

* This paragraph apparently has been distorted due to an aberration in transmission. It is interpreted to mean that before a new agreement could be reached as to the new wording, the rule expired automatically on January 1.

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▶ "Some consolidators have become so powerful that they attempt to dictate to us, even threaten us. There was plenty finagling. This was reported abroad. The carriers are partially responsible for the act. I would say that even should a slump occur as a result of dropping the rule, it would be a blessing in the long run."

▶ "I am heartsick over it. The airlines shouldn't have acted as they did. If the carriers disapproved of the consolidators' practices, they should have set up machinery to police the industry. I feel sorry for many of the forwarders. I don't know what they are going to do."

▶ "The consolidators completely misused the rule. The rule was misused to the point where it could not be controlled. It has been found to be impractical."

▶ "The rule was abused. Everybody knows that. I've been confronted by it many times in the past few months. I've seen this situation forthcoming for some time. As a matter of fact, I warned some of the forwarders that something like this might happen. No consolidator has even attempted to put pressure on me."

▶ "What may have influenced the IATA action was too many consolidations moving as household goods and semi-manufactured products. The airlines suffered a loss of revenue. All it means is that we have reverted to the pre-August, 1955 method of assessing charges."

▶ "The action taken by the carriers in eliminating the rule is discriminatory. Several consolidation companies will survive. Others will be forced to do business with the big ones. But the consolidators abused the rule. It had been put in to generate more business across the North Atlantic, but it has not worked out that way. The total industry went up only 17% or 18% last year. That was a normal increase. But the per-pound yield to the airlines was less. While consolidations went up, general traffic dropped. This was not what the airlines had looked forward to when they put in the mixed-consolidation rule. It's a very unfortunate predicament the consolidators find themselves in. The situation is a keg of dynamite. But the consolidators brought it on themselves, and they have no one but themselves to blame."

▶ "I am definitely pro-forwarder. The forwarders, however, abused the rule which was devised to boost cargo but actually resulted in lowered revenues for airlines. Some consolidators are quoting lower-than-airline rates. This is unfair. I have seen on some of the shipping documents forwarders' freight charges 150% and even 200% higher than the airline's charges. I believe that forwarders are entitled to a healthy proportion of revenue, but certainly not to this extent. The air carriers have tremendous expenses. Consolidators have a definite place in the industry, but they must be regulated. I don't want to see a situation result where the consolidators will become so powerful that they will dictate to the carriers."

What happens next? That's what both the direct and indirect air carriers have uppermost in their minds at the present time. However events may turn in the next few weeks, one thing is certain: the dropped rule and the explosive reaction to it will be one of the prime orders of cargo business when IATA next meets. • • •

CAB

(Continued from Page 12)

policies regarding the issuance of authority for the transportation in aircraft of explosives and other dangerous articles in emergency situations or where other forms of transportation are impracticable, have been adopted and become effective December 15, 1956:

§ 49.71-1 *Authority to deviate from the provisions of Part 49 (CAA policies which apply to § 49.71 (a)).* The Administrator may grant authority to deviate from the provisions of this part in those cases described in either paragraph (a) or (b) of this section:

(a) An emergency situation in which the issuance of authority to deviate from the provisions of this part would serve the public interest in connection with any actual or imminent disaster such as flood, fire, storm, earthquake, or other calamitous visitation or any humanitarian effort such as to save lives or to alleviate distress or suffering. Any situation which is solely a matter of convenience or economic advantage to the shipper, consignee or persons who desire to transport any shipment is not deemed to be an emergency situation for a deviation to be authorized under § 49.71 (a).

(b) When other forms of transportation are found to be impracticable such as when: (1) the transit time by other forms of transportation would result in spoilage, damage or forfeit the normal or intended use of the shipment at destination; (2) the destination is not safely accessible by other means of transportation.

§ 49.71-2 *Conditions and limitations (CAA policies which apply to § 49.71).* An authorization to deviate from the provisions of this part will be issued only under the following conditions and limitations:

(a) The persons carried aboard the aircraft are limited to the minimum flight crew necessary to the safety of the particular flight and such other persons as are essential to the handling en route of the particular shipment for which deviation authority is requested.

(b) The shipper certifies that the shipment can be handled in air transportation with a reasonable degree of safety to persons and cargo aboard the aircraft and provides full instructions with regard to any special handling procedures and precautions to be observed which are necessary to assure safe transit.

(c) The aircraft can be located on airports for loading and unloading and operated during takeoff, en route, and landing so as to remain a safe distance from all heavily populated areas and, insofar as possible, avoid being in hazardous proximity to any place of human abode or assembly when the shipment of any explosive or other dangerous articles can create destructive forces or have lethal or injurious effect over an appreciable area as a result of accident to the aircraft or shipment.

(d) The deviation for which authorization is issued is limited to the particular flight and articles for which authorization is requested. For the purpose of this paragraph, authorization for a particular flight is issued for the entire flight from the point of origin where the articles, for which deviation authority applies, are placed aboard the aircraft to the point of destination where such articles are removed from the aircraft.

(e) The shipment is loaded, unloaded, packed, marked, stowed, and secured aboard the aircraft in accordance with any rules or special instructions of the Interstate Commerce Commission for the item or items for which deviation authority is requested.

(f) The crew of the aircraft is thoroughly briefed on the characteristics and proper handling of the cargo and, when any crew change is involved during the flight, the new crew shall be briefed under a hand-to-hand signature service furnished by the carrier.

(g) The holder of the authorization will notify and obtain permission from the operators or managers of the airports used in the operation.

(h) The authorization is limited to the carriage of the particular articles on civil aircraft within the continental limits of the United States including its territories or possessions. Aircraft of United States registry engaged in air commerce outside of the United States must obtain the authorization necessary for such flights within foreign countries from the appropriate authority of each such country involved. Extra copies of the authorization should accompany the request for clearance.

§ 49.71-3 *Application for authorization to deviate from the provisions of this part (CAA policies which apply to § 49.71 (a)).* (a) Application for authorization to deviate from the provisions of Part 49 will be made on Form ACA-400 (Application for Certificate for Waiver) (See appendix A) which may be obtained from any Flight Operations and Airworthiness District Office of the Civil Aeronautics Administration. The application will be completed in triplicate and submitted to the nearest Flight Operations and Airworthiness District Office. The application should be completed as follows:

(1) Type or print in ink.

(2) Give complete information on items 1 through 7 (if additional space is required, use a separate sheet in triplicate which shall be attached to each copy of the application and made a part thereof).

(3) Under item 3, insert the appropriate section of this part for which deviation authorization is desired.

(4) Item 4, describe the explosive or dangerous articles to be carried.

(5) Item 5, state the airports to be used and describe the routes to be flown.

(6) Item 6, state the date(s) on which the flight will begin and end and approximate duration of elapsed flight time stated in hours.

(7) Item 7, fill in as indicated and in addition give the name, address and purpose of any other person(s), who will be aboard the aircraft during the flight for which deviation is requested.

(8) Sign all copies of the application on the reverse side in the space provided for the applicant's signature.

(b) At the time the application is submitted, the applicant will arrange with the Flight Operations and Airworthiness agent to inspect the aircraft, the loading arrangement, and to ascertain the safety precautions being employed or otherwise necessary for the safe conduct of the flight.

(c) In cases of emergency requiring immediate transportation of the articles for which a deviation is necessary, application may be made by telephone or telegraph to the Flight Operations and Airworthiness District Office.

The North American Combine— twenty Century Air Lines, Trans National Air Lines, Trans American Airways, and Hemisphere Air Transport—must cease operations as previously ordered by the CAB, it was ruled by the Federal Court of Appeals. The decision will be appealed to the Supreme Court, Hardy K. Maclay, Trans American's counsel, indicated. The licenses of the four irregular carriers had been revoked for the reason that they held

themselves out to be a single air carrier to evade CAB regulations.

■

Air Express International: It has been pointed out by the firm that during the Middle East crisis it has been able to accomplish "what no individual carrier has been able to do." Despite the fact that several air carriers declared embargoes on shipments into certain areas, "AEI has kept goods moving freely into Israel and all other trouble-areas except Egypt." The value of shipping by air, it was pointed out, is highlighted by the bypassing of the blocked Suez Canal. Air cargo has been able to maintain "valuable trade communications with markets on the East Coast of Africa, on the Red Sea, and in Asia." This, AEI stated, has been done with not more than a single day's delay—in vivid contrast to the extreme difficulties encountered by importers and exporters trading with the Middle East.

Emery Air Freight: Pointing out that air freight in the past has proved to be an exceptionally accurate indicator of general business conditions, John C. Emery, president, asserted that an increase of a least 25% in the volume of air freight traffic appears to be on the horizon for the year 1957. The actual increase he said, "may be considerably better." Why? Emery gave the following three reasons:

"The 1955-56 trend supports it. A turning point in air freight development was reached in 1955, and the significant gains made then were consolidated and further expanded in 1956. After an uncertain start, air freight is now on its way.

"Air freight capacity will increase substantially in 1957, according to airline schedules either newly in effect or shortly to be instituted. Air freight volume closely follows air freight capacity, and it should be stimulated even more than normally in this instance, because much of the new 1957 capacity is in areas where the market has far exceeded the ability of air carriers to accommodate the traffic available.

"There is an important new element on which the air carriers can support the sale of air freight speed and dependability to industry. After three years of research, the Harvard Graduate School of Business Administration in December, published its report on *The Role of Air Freight in Physical Distribution* (*see last month's A T*). The ability of air freight speed, even at premium cost, to enable industry to improve and reduce the total costs of its distribution processes is confirmed by this research. Of utmost significance to industry, this research report is the firm economic foundation on which air freight will grow, not only in 1957 but in all the years ahead."

Airborne Freight Corporation: The 10th anniversary of the corporation was celebrated recently with a banquet at San Mateo's new Villa Hotel. Jewelled pins were given to those members of the firm who have been with Airborne five or more years. Included in this group were the following: John D. McPherson, president and member of the board; W. C. Konstanzer, Sr., Pittsburgh office; W. C. Konstanzer, Jr. and Mrs. Thomas Tsurda, Los Angeles office; Larry L. Rodberg, manager, Los Angeles office; David E. Burke, manager, Chicago office; Leslie J. Kious, San Francisco station manager; H. R. van der Wyk, San Francisco district sales manager; Donald I. Babcock, treasurer; Clifford N. Middleton, purchasing agent, San Francisco; Mrs. Margaret Hospitalier, Secretary, manager of credit and collections, and board member; Mrs. Clarence Kuskie and Mrs. James Maggiolo, of Airgo International Corporation, San Francisco subsidiary of Airborne. Also attending the celebration were Howard Rolie, vice president, San Francisco office and his wife; and Board Members Elmer Schlessinger, Lynn Prichard and Paul Wolf and their wives. William Letchworth, another board member was not present because of other commitments

Pan-Maritime Cargo Service, Inc.: The company has announced extension of its air freight forwarding service to Maracaibo, Venezuela. H. J. Pardo, vice president, headquartered at Caracas, directs the Maracaibo operation. According to the company the service "features lower-than-airline rates, expedited service, and prompt delivery of documents from Grano de Oro Airport. Collection services are available."

Flying Cargo, Inc.: More than 8½ tons of salvage gear, the air transportation of which was handled by Flying Cargo, last month helped to refloat a cargo vessel which had run aground at Los Vilos, Chile. Merritt-Chapman & Scott Corporation contacted Flying Tiger on December 14. The salvage gear, including two 10-inch pumps and two six-inch pumps with attendant equipment, weighing a total of 17,259 pounds, left Idlewild on the night of the 17th. Flown by Riddle to Miami, the bulk of the freight was put aboard a Panagra plane the following day, the balance going on the next Panagra flight. Arriving in Santiago, the shipment was trucked to Los Vilos, 110 miles away. There Merritt-Chapman & Scott experts, working from their ocean-going salvage vessel, *Cable*, put the equipment to work on the stricken vessel, *P & T Seafarer*.

■

Miguel Pombo, United States regional manager for Avianca, reports that improvements at Techo Airport have been completed and night flights into Bogota have been resumed.

Air freight handlings at Seattle-Tacoma International Airport during the month of October showed an increase of 24% over the same month a year ago—3,020,508 pounds, for a gain of 593,808 pounds. Air express, with 268,684 pounds, represented a gain of 14%.

■

U. S. Airlines

American: A total of 7,834,300 freight-miles was flown during the month of October. A new industry record, this represented an increase of 17.6% over the October, 1955 total.

Riddle: Flying a total of 4,670,114 pounds of freight during October, the all-cargo carrier chalked up an increase of 202% over the same month last year. Charles L. Hood, vice president, traffic & sales, stated that in a single week during the month 37 extra sections were required to handle shipments. More than 75 extra sections were added to flights during the month . . . An all-time monthly record was set in November when a total of 5,626,290 pounds of cargo was flown. The November figure was 28% above that of the previous month and 164% over the November, 1955 total. Over 243 extra sections were added during the month.

Slick: The company has increased its total number of shares from one million to two million with a par value of $5.00 per share, amounting in the aggregate to $10 million.

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International Airline Cargo Rates

(including U. S. possessions and territories)

Air cargo rates quoted in this section refer only to points served direct by carriers, or by transhipment aboard aircraft of the same company. Interline agreements among most carriers enable shippers to route their cargoes via connecting airlines to nearly every part of the world. Rates are based on prevailing tariffs, airport to airport (see note).

Shippers are warned, however, that these rates are subject to change.

All international rates are quoted on an airport-to-airport service, with the pickup and delivery charges wholly apart.

Air carriers whose schedules and rates are included here are indicated by the letter following the airport symbol (see below).

AIRPORT SYMBOLS

ANC—Anchorage
BAL—Baltimore
BGR—Bangor, Me.
BUJ—Beaumont, Tex.
BOS—Boston
BRO—Brownsville, Tex.
BTV—Burlington, Vt.
CHS—Charleston, S. C.
CHI—Chicago
CVG—Cincinnati
CLE—Cleveland
CRP—Corpus Christi, Tex.
CTB—Cut Bank, Mont.
DAL—Dallas
DEN—Denver
YIP—Detroit
DLH—Duluth
ELD—El Dorado, Ark.
ELP—El Paso
EVV—Evansville, Ind.
FWA—Fort Wayne, Ind.
FTW—Fort Worth
GFK—Grand Forks, N. D.
GRW—Greenwood, Miss.
BDL—Hartford
HAV—Havana
HOT—Hot Springs, Ark.
HOU—Houston
HNL—Honolulu
IND—Indianapolis
JAN—Jackson, Miss.
JAX—Jacksonville
MKC—Kansas City, Mo.
KIN—Kingston, Jam.
LRD—Laredo
LIT—Little Rock, Ark.
LAX—Los Angeles
MEM—Memphis
MEX—Mexico City
MIA—Miami
MKE—Milwaukee
MSP—Minneapolis-St. Paul
MOB—Mobile
YML—Montreal
MSY—New Orleans
LGA—New York (La Guardia)
IDL—New York (Idlewild)
EWR—Newark
ORF—Norfolk
NLD—Nuevo Laredo, Mex.
OAK—Oakland, Calif.
OMA—Omaha, Nebr.
PUK—Paducah, Ky.
PIA—Peoria, Ill.
PHL—Philadelphia
PIT—Pittsburgh
PDX—Portland, Ore.
PVD—Providence
YOY—Sydney, N. S.
STL—St. Louis
PIE—St. Petersburg
SLC—Salt Lake City
SAT—San Antonio
SFO—San Francisco
SAV—Savannah
SEA—Seattle
SHV—Shreveport, La.
GEG—Spokane, Wash.
SGF—Springfield, Mo.
TPA—Tampa
HUF—Terre Haute, Ind.
TOL—Toledo, Ohio
YTO—Toronto, Ont.
YVR—Vancouver, B. C.
DCA—Washington, D. C.

AIRLINE SYMBOLS

A—American Airlines
AF—Air France
AS—Aerovias Sud Americana
AV—Avianca
B—Braniff International Airways
BO—British Overseas Airways Corp.
BZ—Brasilian International Airways REAL System
D—Delta Air Lines
E—Eastern Air Lines
EL—El Al (Israel Airlines)
I—Icelandic Airlines
IB—Iberia Air Lines of Spain
J—Japan Airlines
K—KLM Royal Dutch Airlines
LI—Linee Aeree Italiane (Italian Airlines)
LH—Lufthansa German Airlines
LV—Linea Aeropostal Venezolana
N—National Airlines
NE—Northeast Airlines
NW—Northwest Airlines
P—Pan American World Airways and Panagra
Q—Qantas Empire Airways
R—Riddle Airlines
RN—RANSA
S—Sabena Belgian Airlines
SS—Scandinavian Airlines System
SW—Seaboard & Western Airlines
SR—Swissair
T—Trans-Canada Air Lines
TA—TACA International Airlines
TL—Transocean Air Lines
TN—TAN Airlines
TW—Trans World Airlines
U—United Air Lines
V—VARIG Airlines
W—Western Air Lines

SPECIAL NOTES

COMMODITY RATES: Apply to airlines.

FREIGHT OVER 1,000 POUNDS—Apply to airline for rates.

TRANSPACIFIC FREIGHT: Apply to airline for lower rates for shipments of over 440 pounds.

AF: Valuation charge is applicable only on shipments equal to or more than $7.49 per pound.

L: Shipments of less than 22 lbs. are sent air express.

T: More economical rates are offered for bulk cargo. There is a basic rate for cargoes 25 pounds and less, between 25 pounds and 100 pounds, and over 100 pounds. Consult the airline direct.

TC: Cheaper "deferred" rate available. Contact airline direct.

RATE SYMBOLS

* This involves onward carriage by another airline.
** Per $100 (Canadian Currency) value, pro-rata.
‡ Minimum charge for this shipment is that for 25 lbs.
▲ Rate of 25 lbs. or less.
▼ Minimum weight 50 lbs.
● Per hundredweight.
† Minimum charge per shipment $3.00.
†† Minimum charge per shipment $4.00.
‡‡ Minimum charge per shipment $7.00.
# Minimum charge per shipment $8.00.
c Canadian Currency.
df Daily freighter service.
m Minimum charge under 100 lbs.
tm Truck to Miami.

Destination	Airport and Airline	RATES (See Note) Per Lb. (Under 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per $100 Value	Depart
Algiers (Cont'd)....	IDL AF	1.39	1.04	.40	Dly
"	BOS AF	1.37	1.03	.40	Sa
"	CHI AF	1.45	1.10	.40	W,Sa
"	YML AF	1.29	.97	.40	W,Sa
"	CHI TW	1.45	1.10	.40	T,F
"	PHL TW	1.41	1.06	.40	F
"	MKC TW	1.47	1.10	.40	F
"	LAX TW	1.66	1.30	.40	Th
Amman Trans-Jordan	IDL BO	1.87	1.40	.40	.....
"	BOS BO	1.85	1.39	.40	.....
"	YML BO	1.75	1.31	.40	.....
Amsterdam, Neth...	IDL S	1.22	.92	.30	Dly except M
"	YML BO	1.12	.84	.40	.....
"	IDL P	1.22	.92	.30	Dly
"	BOS P	1.21	.91	.30	Dly
"	CHI P	1.28	.98	.40	Dly
"	PHL P	1.24	.94	.30	M,W,F
"	IDL SS	1.22	.92	.30	Dly
"	LAX SS	1.49	1.17	.40	Dly
"	IDL SR	1.22	.92	.30	Dly
"	IDL K	1.22	.92	.30	Dly
"	YML K	1.12	.84	.30	Su,W,Sa
"	IDL SW	1.22	.92	.30	.....
"	IDL EL	1.22	.93	.30	T,F,Sa
Anchorage, Alaska..	SEA NW	.23	.17	.15	Dly
"	MSP NW	.41	.31	.15	Dly
"	IDL NW	.52	.39	.20	Dly
"	CHI NW	.44	.33	.20	Dly
Ankara, Turkey....	IDL K	1.79	1.34	.40	T,Th
"	IDL P	1.79	1.34	.40	Su,M,W,F
"	BOS P	1.77	1.33	.40	Su,M,W,F
"	CHI P	1.85	1.40	.40	Su,M,W,F
Antigua, B.W.I.....	IDL P	.34	.26	.20	Dly
"	MIA P	.25	.19	.10	Dly
Antofagasta, Chile..	MIA P	1.17	.78	.30	T,Th
"	BOS P	1.27	.96	.40	W,Sa
"	MSY P	1.19	.90	.30	T,Sa
"	HOU P	1.22	.92	.40	T,F
"	BRO P	1.22	.92	.40	T,F
"	LAX P	1.36	1.02	.40	T,Th
"	SFO P	1.42	1.07	.40	T,Th
Antwerp, Belgium..	IDL S	1.22	.92	.30	Dly except M
Arecibo, P. R.....	MIA R	.15	.12	.10	Dly
"	IDL R	.22	.20	.10	Dly
Arequipa, Peru.....	MIA P	1.00	.75	.30	Sa
"	MSY P	1.07	.80	.30	Sa
"	HOU P	1.09	.82	.30	F
"	BRO P	1.09	.82	.30	F
"	LAX P	1.22	.92	.40	Th
Arica, Chile..... ..	MIA P	1.07	.80	.30	Su
"	MSY P	1.12	.85	.30	Su
"	HOU P	1.16	.87	.30	F
"	BRO P	1.16	.87	.30	F
Armenia, Colombia.	MIA AV	.54	.41	.15	M,T,W,F,Su
"	IDL AV	.64	.48	.20	Dly
Aruba, N.W.I.....	MIA K	.30	.23	.15	Dly
"	YML K	.45	.35	.15	Dly
"	MIA RN	.30	.23	.15	Th
Asuncion, Paraguay	BRO B	1.49	1.12	.40	M
"	CHI B	1.50	1.13	.40	M
"	CRP B	1.49	1.12	.40	M
"	DAL B	1.50	1.13	.40	M
"	FTW B	1.50	1.13	.40	M
"	HOU B	1.49	1.12	.40	M
"	LRD B	1.55	1.16	.40	M
"	MIA B	1.39	1.04	.40	M
"	SAT B	1.50	1.13	.40	M
"	MIA BZ	1.29	.95	.40	T,Th,Sa
"	IDL P	1.47	1.11	.40	Su,T,Sa
"	HOU P	1.49	1.12	.40	M
"	BRO P	1.49	1.12	.40	T
"	LAX P	1.39	1.05	.40	T,Th
"	MIA P	1.39	1.04	.40	Su,M,Th
"	MSY P	1.46	1.10	.40	Th,Sa
Athens, Greece.....	IDL LI	1.67	1.25	.40	Dly
"	BOS LI	1.66	1.24	.40	M,W
"	IDL AF	1.67	1.25	.40	Su,T,W,F
"	BOS AF	1.66	1.24	.40	Sa
"	CHI AF	1.73	1.31	.40	W,Su
"	YML AF	1.56	1.17	.40	W,Su
"	IDL K	1.67	1.25	.40	Su,M,W,Th,Sa

Destination	Airport and Airline	RATES (See Note) Per Lb. (Under 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per $100 Value	Depart
Aalborg, Denmark..	IDL SS	1.31	.98	.40	Dly
"	LAX SS	1.57	1.24	.40	Dly
Abadan, Iran.....	IDL SS	2.12	1.59	.40	T,Th
"	BOS BO	2.10	1.58	.40	.....
"	YML BO	1.96	1.47	.40	.....
"	IDL BO	2.12	1.59	.40	.....
Abidjan, Ivory Coast	IDL AF	1.83	1.37	.40	T,Sa,M,W
"	BOS AF	1.81	1.36	.40	Sa
"	CHI AF	1.88	1.42	.40	W,Sa
"	YML AF	1.79	1.34	.40	W,Sa
Accra, Br. Gold Coast	IDL P	1.91	1.44	.40	Th
"	BOS P	1.90	1.42	.40	Th
"	CHI P	1.97	1.49	.40	Th
"	BOS BO	1.90	1.42	.40	Th,Sa
"	IDL BO	1.91	1.44	.40	Dly
"	YML BO	1.79	1.34	...	.....
Aden, Aden.....	IDL BO	2.32	1.74	.40	Dly
"	BOS BO	2.30	1.73	.40	Th,Sa
"	YML BO	2.26	1.70	...	.....
Ajaccio, Corsica....	IDL AF	1.27	.96	.40	Dly except Sa
"	BOS AF	1.26	.95	.40	Sa
"	CHI AF	1.33	1.01	.40	W,Sa
"	YML AF	1.24	.93	.40	W,Sa
Alghero, Italy.....	IDL LI	1.47	1.10	.40	Dly
"	BOS LI	1.45	1.09	.40	M,W
Algiers, Algeria.....	IDL TW	1.39	1.04	.40	F

SHIPPERS, ATTENTION!

The rates published in this section are General Commodity Rates. For Specific Commodity Rates, which are substantially lower, apply to the airline or authorized air cargo agent/air freight forwarder.

Destination	Airport and Airline	RATES (See Note) Per Lb. (Under 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per $100 Value	Depart
Athens (Cont'd)	YML K	1.56	1.17	.40	Su,Th,F
"	IDL EL	1.67	1.25	.40	T,F,Sa
"	IDL SS	1.67	1.25	.40	Dly
"	LAX SS	2.05	1.60	.40	M,W,Sa
"	IDL TW	1.67	1.25	.40	10 Weekly
"	CHI TW	1.73	1.31	.40	10 Weekly
"	PHL TW	1.81	1.36	.40	9 Weekly
"	MKC TW	1.87	1.40	.40	9 Weekly
"	LAX TW	2.05	1.60	.40	10 Weekly
"	BOS TW	1.66	1.24	.40	F
"	IDL S	1.67	1.25	.40	Su,T,F
"	IDL SR	1.67	1.25	.40	Dly ex. M,Th
Auckland, N. Z.	LAX P	2.04	1.53	.40	Su,W,F
"	SFO P	2.04	1.53	.40	Su,W,F
"	PDX P	2.04	1.53	.40	Su,W,F
"	SEA P	2.05	1.53	.40	M,W,F
"	IDL P	3.91	2.93	.40	Su,W,F
"	BOS P	3.89	2.92	.40	Su,W,F
"	CHI P	2.25	1.72	.40	Su,W,F
"	SFO Q	2.03	1.52	.40	M,W,Th,Sa
Baghdad, Iraq	IDL BO	2.06	1.55	.40	Dly
"	BOS BO	1.85	1.39	.40	Th,Sa
"	YML BO	1.93	1.45	.40	.....
"	IDL K	2.06	1.55	.40	Su,T,Th
"	YML K	1.93	1.45	.40	W
"	IDL SS	2.06	1.55	.40	Su,F
"	IDL AF	2.06	1.55	.40	Su,T,W
"	BOS AF	1.85	1.39	.40	Sa
"	YML AF	1.89	1.42	.40	W,Sa
"	CHI AF	2.04	1.53	.40	W,Sa
Bahrien, Arabia	IDL BO	2.19	1.64	.40	Dly
"	BOS BO	2.17	1.63	.40	W,Sa
"	YML BO	2.05	1.54	.40	.....
Balboa, Canal Zone	MIA P	.39	.20	.20	Dly
"	MSY P	.45	.34	.20	Dly ex. M,F
"	HOU P	.48	.37	.20	Dly
"	BRO P	.48	.37	.20	Su,T,F
"	LAX P	.61	.46	.20	Su,T,W,Sa
"	SFO P	.68	.51	.20	Su,T,W,Sa
"	BRO B	.48	.36	.20	M,T
"	CRP B	.48	.36	.20	M,T
"	DAL B	.51	.38	.20	M,T
"	FTW B	.51	.38	.20	M,T
"	HOU B	.48	.36	.20	M,T
"	MIA B	.39	.19	.20	M,T,Th,F,Sa
"	SAT B	.51	.38	.20	M,T
"	MSY TA	.45	.24	.20	T,Sa
Bamako, Fr. W. Afr.	IDL AF	1.78	1.33	.40	Th
"	BOS AF	1.76	1.32	.40	Sa
"	CHI AF	1.84	1.39	.40	W,Sa
"	YML AF	1.74	1.30	.40	W,Sa
Bangkok, Siam	IDL P	3.07	2.30	.40	Dly
"	PDX P	3.34	2.56	.40	M,T,W,F
"	SEA P	3.34	2.56	.40	M,T,W,F
"	LAX P	3.34	2.56	.40	Dly ex. M,Th
"	BOS P	3.05	2.29	.40	Dly
"	PHL P	3.09	2.32	.40	W,F
"	SFO P	3.34	2.56	.40	Dly ex. M,Th
"	IDL SS	3.07	2.30	.40	T,Th,Sa
"	LAX SS	3.34	2.56	.40	T,Th,Sa
"	IDL AF	3.07	2.30	.40	Sa
"	BOS AF	3.05	2.29	.40	Sa
"	CHI AF	3.13	2.36	.40	W,Sa
"	YML AF	2.82	2.13	.40	W,Sa
"	IDL BO	3.07	2.30	.33	Dly
"	BOS BO	3.05	2.29	.33	Th,Sa
"	YML BO	2.91	2.18	.40	.....
"	IDL K	3.07	2.30	.40	Dly
"	YML K	2.91	2.18	.27	W,Sa
Bangui, Fr. Eq. Afr.	IDL AF	2.00	1.50	.40	Sa
"	BOS AF	2.07	1.55	.40	Sa
"	CHI AF	2.15	1.62	.40	W,Sa
"	YML AF	2.05	1.53	.40	W,Sa
Barbados, B.W.I.	IDL BO	.44	.33	.15	Dly
"	MIA BO	.37	.29	.20	W,Sa
"	YML BO	.49	.37	.20	.....
"	YML T	.49	.37	.20	W
"	YTO T	.49	.37	.20	W
Barcelona, Spain	IDL AF	1.33	1.00	.40	Sa,T,F
"	BOS AF	1.31	.98	.40	Sa
Barcelona (Cont'd)	CHI AF	1.39	1.06	.40	W,Sa
"	YML AF	1.22	.92	.40	W,Sa
"	IDL IB	1.33	1.00	.25	W,F
"	IDL S	1.33	1.00	.40	Th,Sa
"	IDL P	1.33	1.00	.40	T,Sa
"	BOS P	1.31	.98	.40	T,Sa
"	CHI P	1.39	1.06	.40	T,Sa
"	LAX P	1.60	1.25	.40	M,F
"	SFO P	1.62	1.25	.40	M,F
"	IDL SR	1.33	1.00	.40	Dly
"	IDL K	1.33	1.00	.40	M,Th,Sa
Barcelona, Venezuela	IDL LV	.51	.38	.20	Dly except Su
"	MIA LV	.41	.31	.20	Dly except Su
"	MIA RN	.41	.31	.15	W
Bari, Italy	IDL LI	1.46	1.10	.40	Dly
"	BOS LI	1.44	1.09	.40	M,W
Barranca, Bermeja, Col.	MIA AV	.54	.41	.20	Su,M,W
	IDL AV	.64	.48	.20	Su,T,F
Barranquilla, Col.	MIA AV	.39	.20	.20	Su,M,W
"	IDL AV	.49	.37	.20	Dly
"	MIA P	.39	.29	.20	Dly
"	MSY P	.45	.34	.20	Dly ex. M,W
"	HOU P	.48	.37	.20	Dly
"	BRO P	.47	.37	.20	Su,T,F
"	LAX P	.63	.47	.20	Su,T,W,Sa
"	MIA K	.39	.29	.15	M,F
"	YML K	.54	.41	.15	F
Basle, Switzerland	IDL SR	1.30	.98	.40	Dly
"	IDL AF	1.30	.98	.40	.....
"	BOS AF	1.28	.97	.40	.....
"	CHI AF	1.36	1.03	.40	.....
"	YML AF	1.20	.90	.30	.....
Basra, Iraq	IDL K	2.11	1.58	.40	T,W
"	YML K	1.97	1.48	.40	Su
"	BOS BO	2.09	1.57	.40	Th,Sa
"	YML BO	1.97	1.48	.40	.....
"	IDL BO	2.11	1.58	.40	.....
"	IDL TW	2.11	1.58	.40	Su,T
"	PHL TW	2.13	1.60	.40	Su,T
"	CHI TW	2.16	1.64	.40	Su,T
"	MKC TW	2.20	1.64	.40	Su,T
"	LAX TW	2.38	1.34	.40	M,Sa
Bastia, Corsica	IDL AF	1.27	.96	.40	Dly except F
"	BOS AF	1.26	.95	.40	Sa
"	CHI AF	1.33	1.01	.40	W,Sa
"	YML AF	1.24	.93	.40	W,Sa
Beirut, Lebanon	IDL AF	1.87	1.40	.40	Su,T,W,F,Sa
"	BOS AF	1.85	1.39	.40	Sa
"	CHI AF	1.93	1.46	.40	W,Sa
"	YML AF	1.71	1.29	.40	W,Sa
"	IDL SS	1.87	1.40	.40	Su,T
"	LAX SS	2.14	1.66	.40	M,T
"	IDL S	1.87	1.40	.40	W
"	IDL P	1.87	1.40	.40	Dly
"	BOS P	1.85	1.39	.40	Dly
"	PHL P	1.89	1.42	.40	M
"	CHI P	1.93	1.46	.40	Dly
"	LAX P	2.14	1.66	.40	Dly
"	SFO P	2.16	1.66	.40	Dly
"	IDL K	1.87	1.40	.40	Dly
"	YML K	1.75	1.31	.40	Su,Th,F
"	IDL BO	1.87	1.40	.40	Dly
"	BOS BO	1.85	1.39	.40	Th,Sa
"	YML BO	1.75	1.31	.40	M,W,F,Sa
"	IDL SR	1.87	1.40	.40	Dly ex. Su,Th
Belem, Brazil	IDL P	.94	.71	.30	Su,M,W
"	MIA P	.89	.67	.30	Su,T,Sa
"	MSY P	1.28	.97	.40	Su,T,Sa
"	HOU P	1.38	1.04	.40	Su,T,Sa
"	BRO P	1.31	.98	.40	Su,T,F
"	LAX P	1.56	1.56	.40	Su,T
"	IDL V	.94	.71	.20	W,Sa
"	MIA BZ	.89	.67	.30	.....
"	IDL BZ	.94	.71	.30	.....
Belgrade, Yugoslavia	IDL SR	1.60	1.20	.40	T,F
	IDL LI	1.60	1.20	.40	Su,T,Th,F
	BOS LI	1.58	1.18	.40	M,W
Belize, Br. Hond.	MSY TA	.30	.16	.20	T,Sa
"	MEX TA	.33	.24	.20	T,Sa
Belize (Cont'd)	PIE AS	.25	.14	.10	Dly
"	MIA TN	.20	.15	.10	M,Th
Bergen, Norway	IDL SS	1.31	.98	.40	Dly
"	LAX SS	1.57	1.24	.40	Dly
Berlin Germany	IDL AF	1.30	.98	.40	Dly
"	BOS AF	1.35	1.01	.40	F
"	CHI AF	1.42	1.08	.40	.....
"	YML AF	1.26	.95	.40	.....
"	BOS P	1.35	1.01	.40	Dly
"	IDL P	1.37	1.03	.40	Dly
"	CHI P	1.42	1.08	.40	Dly
"	LAX P	1.63	1.28	.40	Dly
"	SFO P	1.66	1.28	.40	Dly
"	IDL SS	1.37	1.03	.40	Dly
"	LAX SS	1.63	1.28	.40	Dly
Bermuda	LGA E	.20	.15	.10	Dly
"	DCA E	.20	.15	.10	Su,Sa
"	YML E	.25	.19	.10	.....
"	IDL P	.20	.15	.10	Dly
"	BOS P	.20	.15	.10	Dly
"	YML T**	.25	.19	.05	Su,W
"	YTO T**	.25	.19	.05	Su,W
"	BOS BO	.20	.15	.07	Th,Sa
"	YML BO	.25	.19	.10	.....
"	MIA BO	.25	.19	.10	.....
"	IDL BO	.20	.15	.07	Su,F,Sa
"	PHL BO	.24	.18	...	.....
Berne, Switzerland	IDL SR	1.24	.93	.40	Dly
Bimini, Bahama Is.	MIA BO	.05	...	.10	.....
Bitam, F.E.A.	IDL AF	2.09	1.56	.40	.....
"	BOS AF	2.07	1.55	.40	.....
"	CHI AF	2.15	1.62	.40	.....
"	YML AF	1.25	.95	.40	.....
Bogota, Colombia	IDL AV	.64	.48	.20	Su,W
"	MIA AV	.54	.41	.20	Su,M,W
"	PIE AS	.50	.28	.20	Su,W
Bombay, India	IDL BO	2.63	1.97	.40	Dly
"	YML BO	2.47	1.85	.40	.....
"	BOS BO	2.09	1.56	.40	Th,Sa
"	CHI TW	2.16	1.63	.40	Su,T
"	IDL TW	2.63	1.97	.40	Su,T
"	PHL TW	2.64	1.99	.40	Su,T
"	MKC TW	2.19	1.64	.40	Su,T
"	LAX TW	2.89	2.23	.40	M,Sa
Bonaire, N.W.I.	MIA K	.30	.23	.20	Dly
Bonn, Germany	IDL LH	1.21	.91	.40	M,T,Th,F,Sa
"	IDL S	1.21	.91	.40	.....
Bordeaux, France	IDL AF	1.27	.95	.40	Su,M,T,W,Sa
"	BOS AF	1.25	.94	.40	Sa
"	YML AF	1.23	.92	.40	W,Sa
Brazzaville, Fr. Eq. Af.	IDL AF	2.25	1.69	.40	M,T,Sa
	BOS AF	2.24	1.68	.40	Sa
"	CHI AF	2.31	1.75	.40	W,Sa
"	YML AF	2.21	1.66	.40	W,Sa
"	IDL BO	2.25	1.69	.40	.....
"	BOS BO	2.24	1.68	.40	.....
"	YML BO	2.21	1.66	.40	.....
"	IDL K	2.25	1.69	.40	T,Sa
"	YML K	2.21	1.66	.40	Sa
"	IDL EL	2.25	1.69	.40	.....
Bremen, Germany	IDL SS	1.31	.98	.40	Dly
"	LAX SS	1.57	1.24	.40	Dly
"	IDL K	1.31	.98	.40	Dly except Sa
"	YML K	1.27	.95	.40	Su,Th,F
Brussels, Belgium	IDL S	1.22	.92	.40	Dly except M
"	IDL P	1.22	.94	.40	Su,W,Th,Sa
"	BOS P	1.21	.91	.40	Su,W,Th,Sa
"	CHI P	1.28	.98	.40	Su,W,Th,Sa
"	LAX P	1.49	1.17	.40	Su,W,Th,Sa
"	SFO P	1.52	1.17	.40	Su,W,Th,Sa
"	IDL SW	1.22	.92	.40	.....
"	IDL K	1.22	.92	.40	Dly
"	YML K	1.18	.89	.30	Su,W,Sa
"	IDL BO	1.22	.92	.40	Dly
"	BOS BO	1.21	.91	.40	.....
"	YML BO	1.18	.89	.30	.....
"	IDL SR	1.22	.92	.40	Dly
Bucaramanga, Colombia	MIA AV	.54	.41	.20	Dly ex. Th,Sa
	IDL AV	.64	.48	.20	Dly

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N. Y. MANHATTAN TERMINAL: South Ferry Slip 5, Foot of Whitehall Street, BOwling Green 9-0200

CHICAGO: MIDWAY AIRPORT: LUdlow 5-1616

DETROIT: 2310 Cass Ave., Woodward 1-2775

HOUSTON: Municipal Airport, Mission 5-6654

LOS ANGELES: Int'l. Airport, 5691 Avion Drive, Oregon 8-8977

MIAMI: 36th St. Terminal, Int'l. Airport, Newton 5-6565

NEWARK: Building 5, Newark Airport, Mitchell 2-8645

NEW ORLEANS: Moisant Int'l. Airport, Kenner 4-5581

NEW YORK: Idlewild Airport, Cargo Operations Bldg., OLympia 6-5220

PHILADELPHIA: Philadelphia Int'l. Airport, Belgrade 2-8866

SAN FRANCISCO: Terminal Bldg., Int'l. Airport, Plaza 5-7538

Destination	Airport and Airline	RATES (See Note) Per Lb. (Under 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per $100 Value	Depart
Budapest, Hungary	IDL K	1.56	1.17	.40	W
"	YML K	1.44	1.08	.40	T
Buenos Aires, Argentina	IDL P	1.55	1.16	.40	Dly
"	MIA P	1.47	1.11	.40	Dly
"	MSY P	1.53	1.15	.40	Dly ex. M,W
"	HOU P	1.56	1.17	.40	Dly
"	BRO P	1.55	1.16	.40	Su,T,F
"	LAX P	1.69	1.27	.40	Su,T,W,Sa
"	SFO P	1.76	1.32	.40	Su,T,W,Sa
"	IDL V	1.55	1.16	.40	W,Sa
"	BRO B	1.56	1.17	.40	M
"	CRP B	1.56	1.17	.40	M
"	DAL B	1.59	1.20	.40	M
"	FTW B	1.59	1.20	.40	M
"	HOU B	1.56	1.17	.40	M
"	MIA B	1.47	1.10	.40	M,F
"	SAT B	1.56	1.17	.40	M
"	MIA BZ	1.32	.99	.40	T,Th,Sa
"	IDL BZ	1.48	1.10	.40	.....
Cagliari, Italy	IDL LI	1.47	1.10	.40	Dly
"	BOS BO	1.45	1.09	.40	M,W
Cairo, Egypt	IDL S	1.87	1.40	.40	Th,F,Sa
"	IDL BO	1.87	1.40	.40	Dly
"	YML BO	1.83	1.37	.40	.....
"	BOS BO	1.85	1.39	.40	Th,Sa
"	IDL AF	1.87	1.40	.40	T,W,Th,Sa
"	BOS AF	1.85	1.39	.40	Sa
"	CHI AF	1.93	1.46	.40	W,Sa
"	YML AF	1.83	1.37	.40	W,Sa
"	IDL K	1.87	1.40	.25	Dly except Th
"	YML K	1.83	1.37	.25	Su,Th,F
"	IDL SS	1.87	1.40	.40	M,W,Th
"	LAX SS	2.14	1.66	.40	M,W,Th
"	IDL TW	1.87	1.40	.40	11 Weekly
"	CHI TW	1.93	1.46	.40	12 Weekly
"	BOS TW	1.85	1.39	.40	F
"	LAX TW	2.14	1.66	.40	12 Weekly
"	PHL TW	1.89	1.42	.40	11 Weekly
"	MKC TW	1.96	1.46	.40	11 Weekly
"	IDL SR	1.87	1.40	.40	Dly
Calcutta, India	IDL P	2.77	2.07	.40	T,W,Sa
"	BOS P	2.75	2.06	.40	T,W,Sa
"	PHL P	2.78	2.09	.40	M,W,F
"	SFO P	2.85	2.17	.40	T,W,Sa
"	LAX P	3.04	2.28	.40	T,Sa
"	IDL SS	2.77	2.07	.40	T,Sa
"	IDL K	2.77	2.07	.40	Su,F
"	YML K	2.73	2.04	.40	Su,F
"	IDL BO	2.77	2.07	.40	Su,W
"	BOS BO	2.75	2.06	.40	W,F,Sa
"	YML BO	2.73	2.04	.40	.....
"	IDL AF	2.77	2.07	.40	Su,T,W,Sa
"	BOS AF	2.75	2.06	.40	Sa
"	CHI AF	2.82	2.13	.40	W,Sa
"	YML AF	2.73	2.04	.40	W,Sa
Calgary, Alb., Can.	IDL T	.26	21.10*	.10	Dly
Cali, Colombia	MIA P	.54	.41	.20	Dly
"	IDL AV	.64	.48	.20	Dly
"	MIA AV	.54	.41	.20	M,T,W,F,Su
"	MSY P	.60	.45	.20	Dly ex. M,W
"	HOU P	.63	.48	.20	Dly
"	BRO P	.63	.48	.20	Su,T,F
"	LAX P	.77	.58	.30	Su,T,W,Sa
Camaguey, Cuba	MIA P	.13	.09	.10	Dly
Canton Island	LAX P	1.34	1.00	.40	M,T,Th,Sa
"	SFO P	1.34	1.00	.40	M,T,Th,Sa
"	PDX P	1.34	1.00	.40	M,T,Th,Sa
"	SEA P	1.34	1.00	.40	M,T,Th,Sa
Capetown, U. S. Af.	IDL BO	2.54	1.91	.40	Dly
"	BOS BO	2.53	1.90	.40	Th,Sa
"	YML BO	2.50	1.88	.40	.....
Caracas, Venezuela (*See La Guaira*)					
Cartagena, Colombia	IDL AV	.56	.43	.20	T,Sa
	MIA AV	.46	.35	.20	M,T,W,F,Su
Casablanca, Fr. Morocco	BOS AF	1.30	.98	.40	Sa
"	IDL AF	1.32	.99	.40	Dly
"	CHI AF	1.38	1.05	.40	W,Sa
"	YML AF	1.28	.96	.40	W,Sa
"	IDL S	1.32	.99	.40	Th
Cat Cay, Bahamas	MIA BO	.05	.....	.10	.....
Catania, Italy	IDL LI	1.50	1.12	.40	M,W,F
"	BOS LI	1.48	1.11	.40	F
Cayenne, Fr. Guiana	IDL P	.70	.53	.20	T
"	MIA P	.63	.48	.20	T
"	MSY P	.70	.53	.20	Su
"	HOU P	.73	.55	.20	Su
"	BRO P	.73	.55	.20	T
"	LAX P	.87	.66	.30	Su
Christiansand, Norway	IDL K	1.31	1.98	.40	M,W,F
"	YML K	1.20	.90	.40	W
"	IDL SS	1.31	1.98	.40	Dly
"	LAX SS	1.57	1.24	.40	Dly
Ciudad Trujillo, DR.	IDL P	.25	.21	.10	Dly
"	MIA P	.15	.12	.10	Dly
"	MSY P	.22	.18	.10	Dly
"	IDL V	.35	.21	.15	W,Sa
"	CHI DC	.28	.24	.10	M,T,Sa
"	YIP DC	.37	.23	.10	M,T,Sa
"	HOU DC	.25	.22	.10	M,T,Sa
"	MSY DC	.22	.18	.10	M,T,Sa
"	MEM DC	.26	.21	.10	M,T,Sa
Cochabamba, Bolivia	MIA P	1.13	.85	.30	M,W,F,Sa
"	MSY P	1.19	.90	.30	Dly ex. M,W
"	HOU P	1.22	.92	.40	M,W,F,Sa
"	BRO P	1.22	.92	.40	Su,T,F
"	LAX P	1.36	1.02	.40	Su,T,W,Sa
Cologne, Germany	IDL S	1.27	.95	.40	Dly except M
"	IDL LH	1.27	.95	.40	M,T,Th,F,Sa
"	IDL P	1.27	.95	.40	Dly
"	BOS P	1.25	.94	.30	Dly
"	CHI P	1.33	1.01	.40	Dly
"	IDL SS	1.27	.95	.40	Dly
"	LAX SS	1.54	1.21	.40	Dly
Colombo, Ceylon	IDL BO	2.79	2.09	.40	Dly
"	BOS BO	2.77	2.08	.40	Th,Sa
"	YML BO	2.74	2.06	...	.....
"	IDL TW	2.79	2.09	.40	Su,T
"	CHI TW	2.84	2.15	.40	Su,T
"	LAX TW	3.05	2.35	.40	Sa,M
"	PHL TW	2.80	2.11	.40	Su,T
"	MKC TW	2.87	2.15	.40	Su,T
"	IDL K	2.79	2.09	.40	M,Th
Comiso, Italy	IDL LI	1.53	1.14	.40	M,W,F
"	BOS LI	1.51	1.13	.40	F
Conakry, Fr. W. Af.	IDL AF	1.62	1.22	.40	T,Sa,Su
"	BOS AF	1.61	1.20	.40	Sa
"	CHI AF	1.68	1.27	.40	W,Sa
"	YML AF	1.55	1.18	.40	W,Sa
Concepcion, Bolivia	MIA P	1.17	.87	.30	Sa
"	MSY P	1.22	.92	.40	Sa
"	HOU P	1.26	.94	.40	Sa
"	BRO P	1.26	.94	.40	Sa
"	LAX P	1.39	1.05	.40	Sa
Copenhagen, Den.	IDL SS	1.31	.98	.40	Dly
"	LAX SS	1.57	1.24	.40	Dly
"	IDL S	1.31	.98	.40	Dly except M
"	IDL SR	1.31	.98	.40	Dly
"	IDL K	1.31	.98	.40	Dly
"	YML K	1.27	.95	.30	Su,Th,F
"	BOS P	1.29	.97	.40	Dly except Su
"	IDL P	1.31	.98	.40	Dly except Su
"	CHI P	1.37	1.04	.40	Dly except Su
"	PHL P	1.32	1.00	.40	W,F
"	IDL AF	1.31	.98	.40	Su,M,Th,F
"	BOS AF	1.29	.97	.40	Sa
"	CHI AF	1.37	1.04	.40	W,Sa
"	YML AF	1.27	.95	.30	W,Sa
Cotonou, Fr. W. Afr.	IDL AF	1.83	1.37	.40	M
"	BOS AF	1.81	1.36	.40	Sa
"	CHI AF	1.88	1.42	.40	W,Sa
"	YML AF	1.79	1.34	.40	W,Sa
Cristobal, Canal Zone	MIA P	.39	.30	.20	Dly
"	MSY P	.45	.34	.20	Dly ex. M,W
"	HOU P	.48	.37	.20	Dly
"	BRO P	.49	.37	.20	Su,T,F
"	LAX P	.61	.46	.20	Su,T,W,Sa
"	MSY TA	.45	.24	.20	T,Sa
Cucuta, Colombia	IDL AV	.64	.48	.20	Dly
"	MIA AV	.54	.41	.20	Su,M,W
Curacao, N.W.I.	IDL P	.40	.31	.20	Su,T,Th,Sa
"	MIA P	.30	.23	.20	Su,M,W,F
"	MIA K	.30	.23	.20	Dly
"	YML K	.45	.35	.20	T,F
"	MIA RN	.30	.23	.20	Th
Curitiba, Brazil	MIA BZ	1.08	.80	.30	T,Th,Sa
"	IDL BZ	1.24	.91	.40	.....
Dacca, Pakistan	IDL BO	2.77	2.07	.40	Dly
"	BOS BO	2.75	2.06	.40	W,Sa
"	YML BO	2.59	1.95	...	.....
Dakar, Senegal	IDL P	1.45	1.09	.40	Su,Th
Fr. W. Africa	IDL AF	1.52	1.14	.40	T,W,Th,Sa,Su
"	BOS AF	1.51	1.13	.40	Sa
"	CHI AF	1.58	1.20	.40	W,Sa
"	YML AF	1.48	1.11	.40	W,Sa
"	IDL SR	1.52	1.14	.40	M,W,F,Sa
"	IDL K	1.52	1.14	.40	.....
"	IDL P	1.52	1.14	.40	Th
"	BOS P	1.51	1.13	.40	Th
"	CHI P	1.58	1.20	.40	Th
Damascus, Syria	IDL P	1.87	1.40	.40	M,W,F,Sa
"	PHL P	1.89	1.42	.40	M,W,F,Sa
"	BOS P	1.85	1.39	.40	Dly except Su
"	CHI P	1.93	1.46	.40	Dly except Su
"	LAX P	2.05	1.60	.40	Dly except Su
"	IDL AF	1.87	1.40	.40	W,Sa
"	BOS AF	1.85	1.39	.40	Sa
"	CHI AF	1.93	1.46	.40	W,Sa
"	YML AF	1.83	1.11	.40	W,Sa
"	IDL BO	1.87	1.40	.40	Dly
"	YML BO	1.83	1.11	.40	.....
"	BOS BO	1.85	1.39	.40	Th,Sa
"	IDL SS	1.87	1.40	.40	M,Th,Sa
"	LAX SS	2.14	1.66	.40	M,Th,Sa
"	IDL K	1.87	1.40	.40	Su,M,Th
"	IDL SR	1.87	1.40	.40	M,T,W,F,Sa
Dar-es-Salaam, Tanganyika	YML BO	2.21	1.66	.40	.....
	BOS BO	2.24	1.68	.40	Th,Sa
"	IDL BO	2.25	1.69	.40	Dly
Darwin, Australia	IDL BO	3.21	2.41	.40	Dly
"	BOS BO	3.19	2.39	.40	Th,Sa
"	YML BO	3.17	2.38	.40	.....
Delhi, India	IDL BO	2.65	1.99	.40	Dly
"	YML BO	2.61	1.96	.40	.....
"	BOS BO	2.64	1.98	.40	Th,Sa
"	IDL K	2.65	1.99	.40	W,Th
"	IDL AF	2.65	1.99	.40	.....
"	BOS AF	2.64	1.98	.40	.....
"	CHI AF	2.71	2.05	.40	.....
"	YML AF	2.61	1.96	.40	.....
Dhahran, Saudi Arabia	IDL TW	2.19	1.64	.40	Su,T
	CHI TW	2.25	1.70	.40	Su,T
"	PHL TW	2.20	1.66	.40	Su,T
"	MKC TW	2.00	1.52	.40	Su,T
"	LAX TW	2.45	1.90	.40	Sa,M
"	IDL K	2.19	1.64	.40	T,F
"	YML K	2.15	1.61	.40	Su
Djambala, F.E.A.	IDL AF	2.15	1.61	.40	F
"	BOS AF	2.13	1.60	.40	Sa
"	CHI AF	2.21	1.66	.40	W,Sa
"	YML AF	2.11	1.58	.40	W,Sa
Dolisie, F.E.A.	IDL AF	2.15	1.61	.40	M,F
"	BOS AF	2.13	1.60	.40	Sa
"	CHI AF	2.21	1.66	.40	W,Sa
"	YML AF	2.11	1.58	.40	W,Sa
Douala, Fr. W. Africa	IDL AF	2.07	1.55	.40	T,W,F,M
"	BOS AF	2.05	1.54	.40	Sa
"	CHI AF	2.13	1.61	.40	W,Sa
"	YML AF	2.03	1.52	.40	W,Sa
Dusseldorf, Ger.	IDL SS	1.27	.95	.40	Dly
"	IDL S	1.27	.95	.40	Dly except M
"	IDL K	1.27	.95	.40	Dly
"	YML K	1.23	.93	.40	Su,Th,F
"	IDL AF	1.27	.95	.40	Dly
"	BOS AF	1.25	.94	.40	Sa
"	CHI AF	1.33	1.01	.40	W,Sa
"	YML AF	1.23	.93	.40	W,Sa
"	BOS P	1.25	.94	.40	Dly
"	IDL P	1.27	.95	.40	Dly
"	CHI P	1.33	1.01	.40	Dly except W
"	IDL SR	1.27	.95	.40	Dly
"	IDL SW	1.27	.95	.40	.....
"	IDL BO	1.27	.95	.40	Dly
"	YML BO	1.23	.93	.40	.....
"	BOS BO	1.25	.94	.40	Dly
"	IDL LH	1.27	.95	.40	Dly except T
Edmonton, Alberta, Canada	IDL T	.26	21.10*	.10	Dly
	CTB W	.07	.0527	.10	Dly
"	MSP W	.22	.16	.10	Dly
"	IDL NW	.28	.21	.10	M,W,F
"	CHI NW	.26	.22	.10	M,W,F
"	MSP NW	.26	.22	.10	M,W,F
Elizabethville, Belgian Congo	IDL S	2.25	1.69	.40	T,W,Sa
Entebbe, Uganda	IDL BO	2.25	1.69	.40	Dly
"	BOS BO	2.24	1.68	.40	Th,Sa
"	YML BO	2.21	1.66	.40	.....
Esmeraldas, Ecuador	MIA P	.68	.51	.20	M
"	MSY P	.73	.55	.20	Su
"	HOU P	.77	.58	.30	Su
"	BRO P	.77	.58	.30	Sa
"	LAX P	.89	.67	.30	Su
Fairbanks, Alaska	SEA P	.40	.17	.20	Dly
Fiji Islands	LAX P	1.71	1.28	.40	M,T,Th,Sa
"	PDX P	1.71	1.28	.40	T,Sa
"	SFO P	1.71	1.28	.40	M,T,Th,Sa
"	SFO Q	1.71	1.28	.40	M,W,Th,Sa
"	YVR Q	1.71	1.28	.40	Su
Fort Archambault, Fr. E. Afr.	IDL AF	2.15	1.61	.40	T
	BOS AF	2.13	1.60	.40	Sa
"	CHI AF	2.21	1.66	.40	W,Sa
"	YML AF	2.11	1.58	.40	W,Sa
Fort de France, Mar.	IDL P	.39	.29	.20	Su,T,Th
Fort Lamy, Fr. E. Afr.	IDL AF	2.15	1.61	.40	W,Sa
	BOS AF	2.13	1.60	.40	Sa
"	CHI AF	2.21	1.66	.40	W,Sa
"	YML AF	2.11	1.58	.40	W,Sa
Fort William, Ontario, Can.	IDL T	.13	10.60*	.10	Dly
Fortaleza (Ceara), Brazil	MIA BZ	.97	.63	.30	T,Th,Sa
Franceville, F. E. A.	IDL AF	2.15	1.61	.40	W,F
"	BOS AF	2.13	1.60	.40	Sa
"	CHI AF	2.21	1.66	.40	W,Sa
"	YML AF	2.11	1.58	.40	W,Sa
Frankfurt-on-Main, Germany	BOS P	1.28	.97	.40	16 Wkly
	IDL P	1.30	.98	.40	16 Wkly
"	CHI P	1.36	1.03	.40	16 Wkly
"	PHL P	1.32	1.00	.40	16 Wkly
"	IDL BO	1.30	.98	.40	Dly
"	IDL LH	1.30	.98	.40	Dly except T
"	BOS BO	1.28	.97	.40	Dly
"	YML BO	1.26	.95	.30	.....
"	IDL K	1.30	.98	.40	Dly
"	YML K	1.26	.95	.30	Su,Th,F
"	IDL LI	1.30	.98	.40	Dly
"	BOS LI	1.28	.97	.40	M,W
"	IDL SW	1.30	.98	.40	.....
"	IDL SS	1.30	.98	.40	Dly
"	LAX SS	1.57	1.23	.40	Dly
"	IDL S	1.30	.98	.40	Dly except M
"	IDL SR	1.30	.98	.40	Dly
"	IDL TW	1.30	.98	.40	18 Wkly
"	BOS TW	1.28	.97	.40	T,Th
"	PHL TW	1.32	1.00	.40	18 Wkly
"	CHI TW	1.36	1.03	.40	18 Wkly
"	MKC TW	1.39	1.03	.40	18 Wkly
"	LAX TW	1.57	1.23	.40	18 Wkly
"	IDL AF	1.30	.98	.40	Dly
"	CHI AF	1.36	1.03	.40	W,Sa
"	YML AF	1.26	.95	.30	W,Sa
"	BOS AF	1.28	.97	.30	W,Sa
"	IDL IB	1.30	.98	.40	W,F
Fukuoka, Japan	SFD J	2.71	2.04	.40	Su,T,Th,Sa
Gander, N. F.	IDL P	.18	.15	.10	Dly
"	BOS P	.14	.12	.10	Dly
"	IDL TW	.18	.15	.10	Su,T,W,Th
"	PHL TW	.19	.18	.10	Su,T,W,Th
"	CHI TW	.23	.19	.10	Dly except F
"	IDL T	.18	14.60*	.10	Dly
"	BOS T	.14	11.10*	.10	Dly
"	IDL SW	.18	.15	.10	.....
Garoua, Cameroons	IDL AF	2.15	1.61	.40	.....
"	BOS AF	2.13	1.60	.40	.....
"	CHI AF	2.21	1.66	.40	.....
"	YML AF	2.11	1.58	.40	.....
Geneva, Switzerland	IDL S	1.30	.98	.40	Dly except M
"	IDL SR	1.30	.98	.40	Dly
"	IDL SW	1.30	.98	.40	.....
"	IDL SS	1.30	.98	.40	Dly
"	LAX SS	1.57	1.23	.40	Dly
"	IDL AF	1.30	.98	.40	Dly
"	BOS AF	1.28	.97	.40	Sa
"	CHI AF	1.36	1.03	.40	W,Sa

Destination	Airport and Airline	RATES (See Note) Per Lb. (Under 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per $100 Value	Depart
Geneva (Cont'd)	YML AF	1.26	.95	.30	W,Sa
"	IDL K	1.30	.98	.40	Dly
"	YML K	1.26	.95	.30	Su,Th,F
"	IDL TW	1.30	.98	.40	Dly except Sa
"	CHI TW	1.36	1.03	.40	Dly
"	PHL TW	1.32	1.00	.40	Dly except Sa
"	MKC TW	1.39	1.03	.40	Dly
"	LAX TW	1.57	1.23	.40	Dly
"	IDL IB	1.30	.98	.40	W,F
Georgetown, British Guiana	IDL P	.56	.43	.20	M,W
"	MIA P	.49	.37	.20	Su,T
"	MSY P	.56	.43	.20	Su,T
"	HOU P	.59	.45	.20	T,F
"	BRO P	.59	.45	.20	T,F
"	LAX P	.73	.55	.20	Su,Th
"	MIA K	.49	.37	.20	Th,Sa
Glasgow, Scotland	IDL SS	1.08	.82	.30	Dly
"	LAX SS	1.35	1.07	.40	M,W,Sa
"	IDL K	1.08	.82	.30	Dly
"	YML T*	1.04	.78	.30	T,Th,Sa
"	IDL P	1.08	.82	.30	T
"	BOS P	1.07	.80	.30	T
"	IDL SW	1.08	.82	.30	.....
Gothenburg, Sweden	IDL SS	1.33	1.00	.40	Dly
"	LAX SS	1.60	1.25	.40	M,W,Sa
Guadaloupe, F.W.I.	IDL P	.35	.26	.20	Su,T,Th
Guam	LAX P	2.10	1.57	.40	Su,M,W,F
"	SFO P	2.10	1.57	.40	M,F
"	PDX P	2.10	1.57	.40	M,F
"	SEA P	2.10	1.57	.40	M,F
Guatamala City, Guatamala	MIA P	.35	.27	.20	M,W,F,Sa
"	MSY P	.35	.27	.20	Su,T,Th
"	HOU P	.34	.25	.20	Dly
"	BRO P	.31	.24	.20	Dly except Su
"	LAX P	.48	.36	.20	Dly
"	MSY TA	.30	.17	.20	Dly
"	MEX TA	.17	.12	.10	Dly
"	PIE AS	.25	.16	.10	M,W,F
Guayaquil, Ecuador	MSY P	.71	.54	.20	Dly ex. Sa,W
"	HOU P	.74	.56	.20	Dly
"	BRO P	.74	.56	.20	Su,T,F
"	LAX P	.87	.66	.30	Su,T,W,Sa
"	IDL P	.75	.56	.20	Dly
"	BRO B	.74	.56	.20	M
"	CRP B	.74	.56	.20	M
"	DAL B	.77	.58	.30	M
"	FTW B	.77	.58	.30	M
"	HOU B	.74	.56	.20	M
"	MIA B	.65	.49	.20	M,F
"	SAT B	.77	.58	.30	M
"	MIA TN	.55	.40	.20	M,W,F
"	PIE AS	.56	.39	.20	.....
Halifax, N. S.	BOS T	.07	5.60*	.10	Dly
Hamburg, Germany	IDL S	1.31	.98	.40	Dly except M
"	IDL SS	1.31	.98	.40	Dly
"	IDL LH	1.31	.98	.40	Dly except T
"	IDL K	1.31	.98	.40	Dly
"	YML K	1.27	.95	.40	Su,Th,F
"	BOS P	1.29	.97	.40	Dly
"	CHI P	1.37	1.04	.40	Dly
"	IDL P	1.31	.98	.40	Dly
"	IDL AF	1.31	.98	.40	Dly
"	BOS AF	1.29	.97	.40	Sa
"	CHI AF	1.37	1.04	.40	W,Sa
"	YML AF	1.27	.95	.40	W,Sa
"	IDL SR	1.31	.98	.40	Dly
"	IDL SW	1.31	.98	.40	.....
"	LAX SS	1.57	1.24	.40	Dly
Hamilton, Bermuda	IDL P	.20	.15	.10	Dly
"	BOS P	.25	.15	.10	Dly
"	YML T	.25C	.19	.05**W	
"	YTO T	.25C	.19	.05**W	
"	LGA E	.20	.10	.10	Dly
"	MIA BO	.25	.19	.10	W,Sa
"	YML BO	.25	.19	.10	.....
"	IDL BO	.20	.15	.10	Su,F,Sa
Hanover, Germany	IDL SS	1.31	.98	.40	Dly
"	IDL K	1.31	.98	.40	Dly except Sa
"	YML K	1.27	.95	.40	Su,Th,F
"	LAX SS	1.57	1.24	.40	Dly

Destination	Airport and Airline	RATES (See Note) Per Lb. (Under 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per $100 Value	Depart
Havana, Cuba	MIA P	.08	.06	.10	Dly
"	CHI DC	.20	.17	.10	Dly
"	YIP DC	.20	.17	.10	Dly
"	HOU DC	.19	.15	.10	Dly
"	MSY DC	.14	.11	.10	Dly
"	STL DC	.19	.16	.10	Dly
"	IND DC	.19	.16	.10	Dly
"	BUJ DC	.19	.15	.10	Dly
"	EVV DC	.19	.15	.10	Dly
"	FWA DC	.20	.17	.10	Dly
"	JAN DC	.17	.14	.10	Dly
"	LIT DC	.20	.18	.10	Dly
"	MEM DC	.17	.14	.10	Dly
"	PUK DC	.19	.15	.10	Dly
"	SHV DC	.19	.16	.10	Dly
"	TOL DC	.20	.17	.10	Dly
"	MKC DC	.21	.18	.10	Dly
"	MIA K	.08	.06	.10	Su,W,F
"	MSY N	.14	.11	.10	Dly
"	MIA N	.08	.06	.10	Dly
"	TPA N	.09	.07	.10	Dly
"	DCA N	.16	.13	.10	Dly
"	IDL N	.18	.14	.10	Dly
"	BAL N	.17	.13	.10	Dly
"	CHS N	.15	.12	.10	Dly
"	JAX N	.12	.09	.10	Dly
"	MOB N	.13	.10	.10	Dly
"	ORF N	.16	.13	.10	Dly
"	SAV N	.13	.10	.10	Dly
"	EWR N	.18	.14	.10	Dly
"	PHL N	.18	.14	.10	Dly
"	BRO B	.21	.18	.10	M
"	CRP B	.20	.17	.10	M
"	DAL B	.19	.16	.10	M
"	FTW B	.19	.16	.10	M
"	HOU B	.18	.15	.10	M
"	SAT B	.20	.17	.10	M
"	PIE AS	.07	.06	.10	M,W,F
Helsinki, Finland	IDL SS	1.47	1.10	.40	Dly
"	LAX SS	1.73	1.36	.40	Dly
"	BOS P	1.45	1.09	.40	M,W,F
"	IDL P	1.47	1.10	.40	M,W,F
Hong Kong, Br. Crn. Col.	IDL P	3.42	2.56	.40	Dly except Th
"	CHI P	3.47	2.62	.40	Dly except Th
"	PDX P	2.54	1.91	.40	Su,M,F,Sa
"	SEA P	2.54	1.91	.40	Su
"	LAX P	2.54	1.91	.40	T,Th,Sa
"	SFO P	2.54	1.91	.40	W,F
"	IDL BO	3.42	2.56	.40	Dly
"	BOS BO	3.40	2.55	.40	Th,Sa
"	YML BO	3.37	2.53	.40	.....
"	IDL AF	3.42	2.56	.40	T
"	BOS AF	3.40	2.55	.40	Sa
"	CHI AF	3.47	2.62	.40	W,Sa
"	YML AF	3.37	2.53	.40	W,Sa
"	SFO J	2.54	1.91	.40	Su,T,Th,Sa
Honolulu, T. H.	LAX P	.71	.57	.20	Dly
"	SFO P	.71	.57	.20	Dly
"	PDX P	.71	.57	.20	M,W,F
"	SEA P	.71	.57	.20	M,W,F
"	SFO U	.71	.57	.20	Dly
"	IDL P	1.01	.93	.30	Dly
"	CHI P	.92	.77	.30	Dly
"	LAX U	.71	.57	.20	Dly
"	CHI U	.92	.77	.30	Dly
"	MKE U	.92	.77	.30	Dly
"	CLE U	.97	.80	.30	Dly
"	YIP U	.96	.79	.30	Dly
"	LGA U	1.01	.83	.30	Dly
"	DCA U	.99	.83	.30	Dly
"	PHL U	1.01	.83	.30	Dly
"	EWR U	1.01	.83	.30	Dly
"	BDL U	1.02	.84	.30	Dly
"	BOS U	1.02	.84	.30	Dly
"	IDL NW	1.01	.80	.30	M,W,F
"	CHI NW	.92	.77	.30	M,W,F,Sa
"	YIP NW	.96	.79	.30	M,W,F
"	MKE NW	.92	.77	.30	M,W,F,Sa
"	MSP NW	.92	.75	.30	M,W,F,Sa
"	PDX NW	.71	.57	.20	M,W,F,Sa

Destination	Airport and Airline	RATES (See Note) Per Lb. (Under 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per $100 Value	Depart
Honolulu (Cont'd)	SEA NW	.71	.57	.20	M,W,F,Sa
"	GEG NW	.77	.60	.30	M,W,F,Sa
"	YVR Q	.74	.56	.20	Su
Innsbruck, Austria	IDL SR	1.39	1.04	.40	Dly ex. M,Su
"	IDL K	1.39	1.04	.40	F
Ipiales, Colombia	MIA AV	.69	.48	.20	Dly ex. Su,M
"	IDL AV	.75	.56	.20	Dly ex. Su,M
Istanbul, Turkey	IDL K	1.79	1.34	.40	Dly except Sa
"	YML K	1.75	1.31	.40	W,Sa
"	BOS P	1.77	1.33	.40	Su,M,W,F
"	IDL P	1.79	1.34	.40	Su,M,W,F
"	IDL LI	1.79	1.34	.40	Dly
"	BOS LI	1.77	1.33	.40	M,W
"	IDL AF	1.79	1.34	.40	S,M,T,W,F
"	BOS AF	1.77	1.33	.40	Sa
"	CHI AF	1.85	1.40	.40	W,Sa
"	YML AF	1.75	1.31	.40	W,Sa
"	IDL EL	1.79	1.34	.40	Su,T,F
"	IDL SS	1.79	1.34	.40	M,W,Sa
"	LAX SS	2.05	1.60	.40	M,W,Sa
"	IDL SR	1.79	1.34	.40	M,W,Th
Jakarta, Java	IDL BO	3.23	2.42	.40	Dly
"	YML BO	3.19	2.39	.40	.....
"	BOS BO	3.21	2.41	.40	Th,Sa
"	IDL K	3.23	2.42	.40	Dly ex. Su,W
"	YML K	3.19	2.39	.40	W,Sa
Jerusalem, Israel (*See Lydda Israel*)					
Johannesburg, U. of So. Africa	IDL EL	2.25	1.69	.40	T,F,Sa
"	IDL K	2.25	1.69	.40	T,Sa
"	YML K	2.21	1.66	.40	Sa
"	IDL P	2.15	1.61	.40	Su,Th
"	BOS P	2.24	1.68	.40	Su,Th
"	IDL BO	2.25	1.69	.40	Dly
"	YML BO	2.21	1.66	.40	.....
"	BOS BO	2.24	1.68	.40	Th,Sa
"	IDL S	2.25	1.69	.40	Th,Su
"	IDL SS	2.25	1.69	.40	W
Juneau, Alaska	SEA P	.30	.15	.20	Dly
Kano, Nigeria, B.W.A.	IDL BO	1.91	1.44	.40	Dly
"	BOS BO	1.90	1.42	.40	Th,Sa
"	YML BO	1.87	1.41	.40	.....
"	IDL AF	1.91	1.44	.40	M,T
"	BOS AF	1.90	1.42	.40	Sa
"	CHI AF	1.99	1.49	.40	W,Sa
"	YML AF	1.87	1.41	.40	W,Sa
"	IDL K	1.91	1.44	.40	T,Sa
"	YML K	1.87	1.41	.40	Sa
"	IDL S	1.91	1.44	.40	Su,T,Th,Sa
Karachi, Pakistan	IDL P	2.51	1.88	.40	Su,T,Th
"	BOS P	2.49	1.87	.40	Su,T,Th
"	LAX P	2.78	2.14	.40	M,W,F,Sa
"	SFO P	2.80	2.14	.40	M,W,F,Sa
"	IDL SS	2.51	1.88	.40	T,Th,Sa
"	LAX SS	2.78	2.14	.40	T,Th,Sa
"	IDL K	2.47	1.85	.40	Dly
"	YML K	2.47	1.85	.40	W,Sa
"	IDL BO	2.47	1.85	.40	Dly
"	BOS BO	2.49	1.87	.40	Th,Sa
"	YML BO	2.47	1.85	.40	.....
"	IDL AF	2.51	1.88	.40	Su,T,W,F,Sa
"	BOS AF	2.49	1.87	.40	Sa
"	CHI AF	2.57	1.94	.40	W,Sa
"	YML AF	2.47	1.85	.40	W,Sa
Keflavik, Iceland	IDL P	.85	.64	.30	T
Ketchikan, Alaska	SEA P	.25	.14	.10	Dly
Khartoum, Anglo-Egypt, Sudan	IDL BO	2.09	1.57	.40	Dly
"	BOS BO	2.07	1.56	.40	Th,Sa
"	YML BO	2.05	1.54	.40	.....
"	IDL SS	2.09	1.57	.40	T,F
"	LAX SS	2.10	1.63	.40	W,Sa
"	IDL K	2.09	1.57	.40	W
Kingston, Jamaica	MIA P	.20	.15	.10	Dly
"	MIA K	.20	.15	.10	Dly
"	IDL BO	.30	.23	.20	Sa
"	MIA BO	.20	.15	.10	Dly

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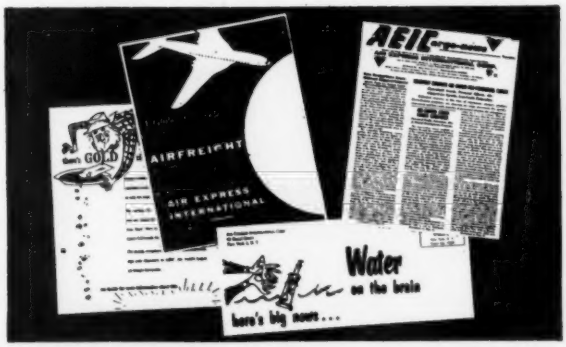

AEI

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Destination	Airport and Airline	RATES (See Note) Per Lb. (Under 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per $100 Value	Depart
Kingston (Cont'd)	YML BO	.35	.27	.20	.....
"	YML T	.35	.27	.20	M
"	YTO T	.35c	.26c	.20**	W
"	IDL AV	.30	.23	.20	Su,M,W,Th,F
"	MIA AV	.20	.15	.10	M,W,F,Su
Kristiansand, Nor. (*See Christiansand, Nor.*)					
Kuala Lampor, Malaya	IDL BO	3.16	2.37	.40	.....
	BOS BO	3.14	2.35	.40	.....
Kumasi, Gold Coast	BOS BO	1.96	1.47	.40	.....
	YML BO	1.94	1.45	.40	.....
"	IDL BO	1.98	1.48	.40	.....
Kuwait, Kuwait	IDL BO	2.15	1.61	.40	Dly
	BOS BO	2.13	1.60	.40	Th,Sa
"	YML BO	2.10	1.58	.40	.....
Lagos, Nigeria	IDL BO	1.91	1.44	.40	Dly
"	YML BO	1.87	1.41	.40	.....
"	BOS BO	1.90	1.42	.40	Th,Sa
"	IDL AF	1.91	1.44	.40	F
"	BOS AF	1.90	1.42	.40	Sa
"	CHI AF	1.97	1.49	.40	W,Sa
"	YML AF	1.87	1.41	.40	W,Sa
La Guaira, Venez.	MIA K	.40	.30	.20	Dly
"	IDL LV	.50	.38	.20	Dly except Su
"	MIA LV	.40	.30	.20	Dly except Su
"	IDL P	.50	.38	.20	Dly
"	BRO P	.48	.37	.20	Su,T,F
"	HOU P	.48	.37	.20	Dly
"	MIA P	.40	.30	.20	Dly
"	BUJ DC	.50	.33	.20	Dly
"	CHI DC	.52	.35	.20	Dly
"	YIP DC	.52	.35	.20	Dly
"	ELD DC	.51	.34	.20	Dly
"	EVV DC	.50	.33	.20	Dly
"	FWA DC	.52	.35	.20	Dly
"	GRW DC	.49	.32	.20	Dly
"	HAV DC	.40	.23	.20	Dly
"	HOT DC	.53	.36	.20	Dly
"	HOU DC	.48	.33	.20	Dly
"	IND DC	.51	.34	.20	Dly
"	JAN DC	.49	.32	.20	Dly
"	LIT DC	.51	.34	.20	Dly
"	MEM DC	.49	.32	.20	Dly
"	MSY DC	.45	.30	.20	Dly
"	PUK DC	.50	.33	.20	Dly
"	STL DC	.51	.34	.20	Dly
"	SHV DC	.51	.34	.20	Dly
"	HUF DC	.52	.35	.20	Dly
"	TOL DC	.52	.35	.20	Dly
"	MKC DC	.53	.36	.20	Dly
"	SGF DC	.52	.35	.20	Dly
"	KIN DC	.34	.17	.20	Dly
"	MIA RN	.40	.30	.20	Dly
"	MIA BZ	.40	.30	.20	T,Th,Sa
Lambaurene, F.E.A.	IDL AF	2.15	1.61	.40	W,F
"	BOS AF	2.13	1.60	.40	Sa
"	CHI AF	2.21	1.66	.40	W,Sa
"	YML AF	2.11	1.58	.40	W,Sa
La Paz, Bolivia	MIA P	1.07	.80	.30	Dly
"	MSY P	1.13	.85	.30	Su,M,T,Th
"	HOU P	1.17	.87	.30	Su,Sa
"	BRO P	1.17	.87	.30	Su,F
"	LAX P	1.29	.97	.40	Su
"	DAL B	1.19	.89	.30	M
"	HOU B	1.16	.87	.30	M
"	BRO B	1.16	.87	.30	M
"	CRP B	1.16	.87	.30	M
"	FTW B	1.19	.89	.30	M
"	MIA B	1.07	.80	.30	M,F
"	SAT B	1.19	.89	.30	M
Leopoldville, Belgian Congo	IDL P	2.25	1.69	.40	Su,Th
	BOS P	2.24	1.68	.40	Su,Th
"	IDL S	2.25	1.69	.40	Su,T,W,Th,Sa
Lethbridge, Alb., Canada	IDL T	.25	20.70•	.10	Dly
	CTB W	.07	.0478	.10	Dly
Libenge, Bel. Con.	IDL S	2.36	1.77	.40	Th
Libreville, F.E.A.	IDL AF	2.15	1.61	.40	M,W,F
"	BOS AF	2.13	1.60	.40	Sa
"	CHI AF	2.21	1.66	.40	W,Sa
"	YML AF	2.11	1.58	.40	W,Sa
Lima, Peru	MIA P	.87	.66	.30	Dly
"	MSY P	.93	.70	.30	Dly ex. M,F
"	HOU P	.97	.73	.30	Dly ex. T,F
"	BRO P	.97	.73	.30	M,Th,Sa
"	LAX P	1.09	.82	.30	Su,T,W,Sa
"	MIA B	.87	.65	.30	M,T,Th,F,Sa
"	HOU B	.96	.72	.30	M,T
"	SAT B	.99	.74	.30	M,T
"	BRO B	.96	.72	.30	M,T
"	CRP B	.96	.72	.30	M,T
"	DAL B	.99	.74	.30	M,T
"	FTW B	.99	.74	.30	M,T
"	IDL LV	.97	.73	.30	F
"	MIA LV	.87	.65	.30	F
"	MIA TN	.65	.50	.20	M,W,F
Linz, Austria	IDL K	1.41	1.06	.40	F
"	YML K	1.37	1.03	.40	F
"	IDL S	1.41	1.06	.40	Dly
Lisbon, Portugal	IDL P	1.17	.88	.30	M,W,F
"	BOS P	1.15	.87	.30	Su,T,Th,Sa
"	CHI P	1.23	.93	.30	Su,T,Th,Sa
"	IDL S	1.17	.88	.30	T,Sa
"	IDL SR	1.17	.88	.30	Dly
"	IDL IB	1.17	.88	.30	W,F
"	IDL AF	1.17	.88	.30	F
"	BOS AF	1.15	.87	.30	Sa
"	CHI AF	1.23	.93	.30	W,Sa
"	YML AF	1.13	.85	.30	W,Sa
"	IDL SS	1.17	.88	.30	M,T,Th,F
"	LAX SS	1.44	1.13	.30	M,Th
"	IDL TW	1.17	.88	.30	Dly
"	BOS TW	1.15	.87	.30	M,W
"	PHL TW	1.19	.90	.30	Dly

Destination	Airport and Airline	RATES (See Note) Per Lb. (Under 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per $100 Value	Depart
Lisbon (Cont'd)	CHI TW	1.23	.93	.30	Dly
"	MKC TW	1.26	.94	.40	Dly
"	LAX TW	1.44	1.13	.40	Dly
"	IDL K	1.17	.88	.30	Su,M,W,Th,F
"	YML K	1.13	.85	.30	W,F,Sa
London, England	IDL P	1.15	.87	.30	Dly
"	BOS P	1.13	.85	.30	Dly
"	CHI P	1.21	.92	.40	Dly
"	PHL P	1.17	.88	.30	Dly
"	IDL TW	1.15	.87	.30	18 Wkly
"	BOS TW	1.13	.85	.30	T,Th
"	CHI TW	1.17	.88	.30	18 Wkly
"	PHL TW	1.21	.92	.40	18 Wkly
"	MKC TW	1.24	.93	.40	18 Wkly
"	LAX TW	1.42	1.12	.40	18 Wkly
"	IDL EL	1.15	.87	.30	T,F,Sa
"	IDL S	1.15	.87	.30	Dly except M
"	IDL SW	1.15	.87	.30	.....
"	IDL BO	1.15	.87	.30	Dly
"	YML BO	1.11	.83	.30	.....
"	BOS BO	1.13	.85	.30	Th,Sa
"	IDL SS	1.15	.87	.30	Dly
"	LAX SS	1.42	1.12	.40	Dly
"	IDL AF	1.15	.87	.30	Six Dly
"	BOS AF	1.13	.85	.30	Sa
"	CHI AF	1.21	.92	.40	W,Sa
"	YML AF	1.11	.83	.30	W,Sa
"	IDL K	1.15	.87	.30	Dly
"	YML K	1.11	.83	.30	Su,Th,F
"	YML T	1.11	.83	.30	Dly
"	IDL IB	1.15	.87	.30	W,F
"	IDL SR	1.15	.87	.30	Dly
London, Ont., Canada	IDL T	.06	5.40•	.10	Dly
Luanda, Angola	IDL AF	2.40	1.80	.40	W
"	BOS AF	2.39	1.79	.40	Sa
"	CHI AF	2.46	1.86	.40	W,Sa
"	YML AF	2.36	1.77	.40	W,Sa
Lulea, Sweden	IDL SS	1.37	1.02	.40	M
Luxembourg, Luxembourg	IDL S	1.27	.95	.40	T,W,Th
	IDL K	1.27	.95	.30	Su,Th
Lydda, Israel (*See Tel Aviv*)					
Madrid, Spain	IDL IB	1.29	.97	.40	W,F
"	IDL AF	1.29	.97	.40	M,W,Th,Sa
"	BOS AF	1.27	.95	.40	Sa
"	CHI AF	1.35	1.03	.40	W,Sa
"	YML AF	1.25	.94	.30	W,Sa
"	IDL TW	1.29	.97	.40	Dly
"	BOS TW	1.27	.95	.40	M,W
"	CHI TW	1.35	1.03	.40	Dly
"	PHL TW	1.31	.98	.40	Dly
"	MKC TW	1.38	1.03	.40	Dly
"	LAX TW	1.56	1.22	.40	Dly
"	IDL K	1.29	.97	.40	Su,Th
"	YML K	1.25	.94	.40	Su,Th
"	IDL S	1.29	.97	.40	T
"	IDL SS	1.29	.97	.40	Dly
"	LAX SS	1.56	1.22	.40	Dly
"	IDL SR	1.29	.97	.40	Dly
Magangue, Colombia	IDL AV	.58	.57	.20	Dly
	MIA AV	.47	.35	.20	M,T,W,F,Su
Malmo, Sweden	IDL SS	1.33	1.00	.40	Dly
"	LAX SS	1.60	1.25	.40	Dly
Managua, Nicaragua	MIA P	.38	.29	.20	M,W,F
	MSY P	.44	.33	.20	Sa,Su,T,Th
	HOU P	.41	.31	.20	Dly
"	BRO P	.39	.30	.20	Dly except Su
"	MSY TA	.33	.20	.20	Dly
"	MEX TA	.25	.16	.10	Dly
"	MIA TN	.30	.19	.20	M,W,F
Manchester, England	IDL S	1.12	.83	.30	Su,T,Th
	IDL K	1.12	.83	.30	Dly
"	IDL SR	1.12	.83	.30	Dly
"	IDL BO	1.12	.83	.30	Dly
"	BOS BO	1.10	.82	.30	Dly
"	YML BO	1.08	.80	.30	.....
Manila, Philippines	LAX P	2.50	1.88	.40	Su,M,W,F
	SFO P	2.50	1.88	.40	Su,M,W,F
"	PDX P	2.49	1.87	.40	Su,M,W,F
"	SEA P	2.50	1.88	.40	Su,M,W,F
"	IDL P	3.38	2.54	.40	Su,M,W,F
"	BOS P	3.37	2.52	.40	M,T,W,F
"	CHI NW	2.71	2.03	.40	Su,T,Sa
"	CLE NW	2.73	2.05	.40	Su,T,Sa
"	YIP NW	2.73	2.05	.40	Su,T,Sa
"	IDL NW	2.77	2.08	.40	Su,T,Sa
"	MKE NW	2.71	2.03	.40	Su,T,Sa
"	MSP NW	2.67	2.00	.40	Su,T,Sa
"	PDX NW	2.53	1.90	.40	Su,T,Sa
"	SEA NW	2.53	1.90	.40	Su,T,Th
"	BOS NW	2.77	2.08	.40	Su,T,Sa
"	IDL AF	3.38	2.54	.40	Sa
"	BOS AF	3.37	2.52	.40	Sa
"	CHI AF	3.44	2.59	.40	W,Sa
"	YML AF	3.34	2.50	.40	W,Sa
"	IDL SS	3.38	2.54	.40	T,Th
Manizales, Colombia	IDL AV	.64	.48	.20	Dly
	MIA AV	.54	.41	.20	Su,M,T,W,F
Manta, Ecuador	MIA P	.65	.49	.20	T
"	MSY P	.72	.54	.20	T
"	HOU P	.74	.56	.20	M
"	BRO P	.74	.56	.20	M
"	LAX P	.87	.56	.30	Su
Maracaibo, Venezuela	MIA P	.40	.30	.20	Dly
	IDL P	.50	.38	.20	M,W,Sa
"	MSY P	.45	.34	.20	Su,T,F
"	HOU P	.48	.37	.20	Dly
"	BRO P	.48	.37	.20	M,Th,Sa
"	LAX P	.63	.47	.20	Su,T,W,Sa
"	MIA K	.40	.30	.07	M
"	YML K	.55	.42	.20	M
"	MIA RN	.40	.30	.20	M,Th

Destination	Airport and Airline	RATES (See Note) Per Lb. (Under 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per $100 Value	Depart
Maracaibo (Cont'd)	IDL LV	.50	.37	.20	Dly except Su
"	MIA LV	.41	.31	.20	Dly except Su
Maroua, F.E.A.	IDL AF	2.15	1.61	.40	M,F
"	BOS AF	2.13	1.60	.40	Sa
"	CHI AF	2.21	1.66	.40	W,Sa
"	YML AF	2.11	1.58	.40	W,Sa
Marseilles, France	IDL AF	1.32	.99	.40	Dly
	BOS AF	1.30	.98	.40	Sa
"	CHI AF	1.38	1.05	.40	W,Sa
Martinique, Fr. W. Ind.	IDL P	.39	.29	.20	Su,T,Th
Mauritius	IDL AF	2.92	2.19	.40	M,T,Sa
"	BOS AF	2.90	2.17	.40	Sa
"	CHI AF	2.97	2.25	.40	W,Sa
"	YML AF	2.88	2.15	.40	W,Sa
Mayaguez, P. R.	MIA R	.15	.12	.10	Dly
"	IDL R▲▲	.22	.20	.10	Dly
"	BAL R	.22	.18	.10	M,T,W,Th,F
"	BOS R	.26	.21	.10	M,T,W,Th,F
"	CHI R	.32	.25	.20	M,T,W,Th,F
"	CVG R	.29	.23	.20	M,T,W,Th,F
"	CLE R	.28	.22	.10	M,T,W,Th,F
"	YIP R	.39	.23	.20	M,T,W,Th,F
Medellin, Colombia	IDL AV	.61	.46	.20	Dly
	MIA AV	.51	.39	.20	M,W,F,Su
"	MIA P	.51	.39	.20	Su,M,W
"	MSY P	.58	.43	.20	Su,T,Sa
"	BRO P	.60	.45	.20	M,Th
"	HOU P	.60	.45	.20	T,F
"	LAX P	.73	.55	.20	Su,T,W,Sa
Merida, Mexico	MIA P	.25	.19	.10	Dly
"	MSY P	.23	.17	.10	Sa,Su,T,Th
"	HOU P	.33	.25	.20	Dly
"	BRO P	.30	.23	.20	M,Th,Sa
"	LAX P	.32	.28	.20	Dly
Mexico City, Mexico	MIA P	.34	.24	.20	Dly
	MSY P	.22	.16	.10	Sa,Su,T,Th,F
"	HOU P	.16	.13	.10	Dly
"	BRO P	.14	.11	.10	Dly except Su
"	LAX P	.30	.25	.20	Dly
"	MSY TA	.38	.19	.20	Dly
"	LGA A✈	.35	.28	.20	Dly
"	DCA A✈	.33	.26	.20	Dly
"	BUF A✈	.33	.28	.20	Dly
"	CLE A✈	.31	.25	.20	Dly
"	CHI A✈	.29	.23	.20	Dly
"	DAL A▲▲	.20	.15	.10	Dly
"	LAX A▲▲	.30	.25	.20	Dly
"	ELP A▲▲	.20	.16	.10	Dly
"	SAT A▲▲	.15	.11	.10	Dly
"	IDL AF✈	.35	.28	.20	Dly
Milan, Italy	IDL LI	1.40	1.05	.40	Dly
	BOS LI	1.38	1.03	.40	M,W
"	IDL AF	1.40	1.05	.40	Su,T,W,F
"	BOS AF	1.38	1.03	.40	Sa
"	CHI AF	1.46	1.11	.40	W,Sa
"	YML AF	1.36	1.02	.40	W,Sa
"	IDL S	1.40	1.05	.40	Su,T,Th,F
"	IDL K	1.40	1.05	.40	Dly
"	YML K	1.36	1.02	.40	Su,Th,F
"	IDL TW	1.40	1.05	.40	Dly except Su
"	BOS TW	1.38	1.03	.40	Th,Sa
"	CHI TW	1.46	1.11	.40	8 Weekly
"	PHL TW	1.42	1.07	.40	Dly
"	MKC TW	1.49	1.11	.40	8 Weekly
"	LAX TW	1.66	1.31	.40	8 Weekly
"	IDL SS	1.40	1.05	.40	Th,Sa
"	LAX SS	1.66	1.31	.40	W,Th,Sa
"	IDL SR	1.40	1.05	.40	Dly
Monrovia, Liberia	IDL AF	1.82	1.37	.40	Sa
"	BOS AF	1.80	1.35	.40	Sa
"	CHI AF	1.88	1.42	.40	W,Sa
"	IDL P	1.82	1.37	.40	Th
"	BOS P	1.80	1.35	.40	Th
"	CHI P	1.88	1.42	.40	Th
Montego Bay, Jamaica	MIA P	.20	.15	.10	Dly
	IDL AV	.30	.23	.20	T,Sa
"	MIA BO	.20	.15	.10	M,W,Sa
"	IDL BO	.30	.23	.10	Sa
"	YML BO	.35	.27	.20	.....
"	BUJ DC	.30	.23	.20	Dly
"	CCS DC	.35	.26	.20	Dly
"	CHI DC	.32	.25	.20	Dly
"	DAL DC	.30	.23	.20	Dly
"	YIP DC	.35	.27	.20	Dly
"	EVV DC	.30	.23	.20	Dly
"	FWA DC	.35	.25	.20	Dly
"	FTW DC	.30	.23	.20	Dly
"	HAV DC	.17	.13	.10	Dly
"	HOU DC	.30	.23	.20	Dly
"	IND DC	.31	.24	.20	Dly
"	JAN DC	.30	.22	.20	Dly
"	MKC DC	.33	.25	.20	Dly
"	LIT DC	.31	.24	.20	Dly
"	MEM DC	.30	.22	.20	Dly
"	MSY DC	.28	.21	.10	Dly
"	PUK DC	.30	.23	.20	Dly
"	STL DC	.31	.24	.20	Dly
"	SHV DC	.30	.23	.20	Dly
"	TOL DC	.35	.25	.20	Dly
Monteria, Colombia	IDL AV	.61	.46	.20	Dly
Monterey, Mexico	DAL A▲▲	.13	.09	.10	Dly
"	ELP A▲▲	.13	.09	.10	Dly
"	LAX A▲▲	.24	.18	.10	Dly
"	SAT A▲▲	.07	.04	.10	Dly
"	LGA A✈	.27	.22	.10	Dly
"	BUF A✈	.25	.21	.10	Dly
"	CLE A✈	.23	.18	.10	Dly

Destination	Airport and Airline	RATES (See Note) Per Lb. (Under 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per $100 Value	Depart
Montevideo, Uruguay	IDL P	1.51	1.13	.40	Dly
"	MIA P	1.43	1.08	.40	Dly
"	MSY P	1.51	1.13	.40	Dly ex. M,W
"	HOU P	1.53	1.15	.40	W,Th,Sa
"	BRO P	1.53	1.15	.40	M,Th
"	LAX P	1.67	1.25	.40	M,W,Th
"	IDL V	1.51	1.13	.40	W,Sa
"	MIA BZ	1.32	.99	.40	T,Th,Sa
"	IDL BZ	1.14	.86	.40	.....
Montreal, Que., Canada	LGA E	.07	5.00	.10	Dly
	IDL T	.08	5.00	.10	Dly
"	CHI T	.10	5.40•	.10	Dly
"	CLE T	.08	6.10•	.10	Dly
"	LGA NE	.08	6.50•	.10	Dly
"	BOS NE	.07	5.50•	.10	Dly
Moscow, U.S.S.R.	IDL SS	1.84	1.50	.40	M,W,F,Sa
"	LAX SS	2.10	1.76	.40	T,W,F,Sa
Mouila, F.E.A.	IDL AF	2.15	1.61	.40	.....
"	BOS AF	2.13	1.60	.40	.....
"	CHI AF	2.21	1.66	.40	.....
"	YML AF	2.11	1.58	.40	.....
Moundou, F.E.A.	IDL AF	2.15	1.61	.40	.....
"	BOS AF	2.13	1.60	.40	.....
"	CHI AF	2.21	1.66	.40	.....
"	YML AF	2.11	1.58	.40	.....
Munich, Germany	IDL P	1.37	1.03	.40	Dly
"	BOS P	1.35	1.01	.40	Dly
"	CHI P	1.42	1.08	.40	M,T,Th,F,Sa
"	IDL LH	1.37	1.03	.40	M,T,Th,F,Sa
"	IDL SS	1.37	1.03	.40	Dly
"	LAX SS	1.63	1.28	.40	Dly
"	IDL S	1.37	1.03	.40	M,T,W,Sa
"	IDL AF	1.37	1.03	.40	T,W,Th,Sa
"	BOS AF	1.35	1.01	.40	Sa
"	CHI AF	1.42	1.08	.40	W,Sa
"	YML AF	1.32	.99	.40	W,Sa
"	IDL K	1.37	1.03	.40	Dly
"	YML K	1.32	.99	.40	Su,Th,F
"	IDL LI	1.37	1.03	.40	Dly
"	BOS LI	1.35	1.01	.40	M,W
"	IDL SR	1.37	1.03	.40	Dly
"	IDL SW	1.37	1.03	.40	.....
Nairobi, Kenya	IDL BO	2.25	1.69	.40	Dly
"	YML BO	2.21	1.66	.40	.....
"	BOS BO	2.24	1.68	.40	W,F,Sa
"	IDL AF	2.25	1.69	.40	F,T
"	BOS AF	2.24	1.68	.40	Sa
"	CHI AF	2.31	1.75	.40	W,Sa
"	YML AF	2.24	1.68	.40	W,Sa
"	IDL SS	2.25	1.69	.40	F
"	LAX SS	2.10	1.63	.40	Sa
Naples, Italy	IDL LI	1.49	1.12	.40	Dly
"	BOS LI	1.47	1.11	.40	M,W
"	IDL S	1.49	1.12	.40	Sa
Nassau, Bahamas	MIA P	.07	.05	.10	3 Dly
"	YML T••	.23	.18	.10	M
"	YTO T••	.22	.18	.10	M
"	IDL BO	.17	.13	.10	Dly
"	MIA BO	.07	.05	.10	Dly
"	YML BO	.22	.17	.10	.....
N'Gaoundere, F.E.A.	IDL AF	1.83	1.37	.40	F
"	BOS AF	1.81	1.36	.40	.....
"	CHI AF	1.88	1.42	.40	.....
"	YML AF	1.79	1.34	.40	.....
Niamey, Fr. W. Afr.	IDL AF	1.83	1.37	.40	M,F
"	BOS AF	1.81	1.36	.40	F
"	CHI AF	1.88	1.42	.40	.....
"	YML AF	1.79	1.34	.40	.....
Nice, France	IDL S	1.32	.99	.40	W,Th,F,Sa
"	IDL AF	1.32	.99	.40	Dly
"	BOS AF	1.30	.98	.40	Sa
"	CHI AF	1.38	1.05	.40	W,Sa
"	YML AF	1.28	.96	.40	W,Sa
"	IDL P	1.32	.99	.40	T,Sa
"	BOS P	1.30	.98	.40	T,Sa
"	IDL K	1.32	.99	.40	Su,Th,F
"	YML K	1.28	.96	.40	M,Th,Sa
"	IDL SR	1.32	.99	.40	Dly
"	IDL SS	1.32	.99	.40	T,W,Th,Sa
"	LAX SS	1.59	1.25	.40	W,Sa

Destination	Airport and Airline	RATES (See Note) Per Lb. (Under 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per $100 Value	Depart
Nicosia, Cyprus	IDL BO	1.74	1.30	.40	Dly
"	YML BO	1.70	1.27	.40	.....
"	BOS BO	1.72	1.29	.40	Th,Sa
"	IDL EL	1.74	1.30	.40	T,F,Sa
Nome, Alaska	SEA P	.55	.26	.20	T,Th,Sa
Norrkoping, Sweden	IDL SS	1.17	.88	.30	Dly
North Bay, Ont., Canada	IDL T	.09	6.50•	.10	Dly
Nuremberg, Germany	IDL K	1.34	1.01	.40	Dly
"	YML K	1.30	.98	.40	Su,Th,F
"	IDL AF	1.31	1.01	.40	Dly except F
"	BOS AF	1.32	.99	.40	Sa
"	CHI AF	1.32	.99	.40	W,Sa
"	YML AF	1.30	.98	.40	W,Sa
"	IDL SW	1.34	1.01	.40	.....
"	IDL P	1.34	1.01	.40	Dly
"	BOS P	1.32	.99	.40	Dly
Okinawa	CHI NW	2.77	2.03	.40	Su,T,Th,Sa
"	YIP NW	2.72	2.04	.40	Su,T,Th,Sa
"	MKE NW	2.70	2.03	.40	Su,T,Th,Sa
"	MSP NW	2.66	2.00	.40	Su,T,Th,Sa
"	IDL NW	2.76	2.07	.40	Su,T,Th,Sa
"	PDX NW	2.52	1.89	.40	Su,T,Th,Sa
"	SEA NW	2.52	1.89	.40	Su,T,Th,Sa
"	SFO J	2.52	1.89	.40	Su,T,Th,Sa
Oran, Algeria	IDL AF	1.36	1.02	.40	T,W,Th,Sa,Su
"	BOS AF	1.34	1.01	.40	Sa
"	CHI AF	1.42	1.07	.40	W,Sa
"	YML AF	1.32	.99	.40	W,Sa
Oruro, Bolivia	MIA P	1.11	.83	.30	Su
"	MSY P	1.17	.87	.30	F
"	HOU P	1.19	.90	.30	F
"	BRO P	1.19	.90	.30	Sa
"	LAX P	1.32	1.00	.40	Su
Osaka, Japan	SFO J	2.60	1.96	.40	Su,T,Th,Sa
Oslo, Norway	IDL SS	1.31	.98	.40	Dly
"	LAX SS	1.57	1.24	.40	Dly
"	IDL K	1.31	.98	.40	Su,W,Th,F
"	YML K	1.27	.95	.30	W
"	BOS P	1.29	.97	.40	Su
"	IDL P	1.31	.98	.40	Su
Ottawa, Ont., Canada	LGA E	.07	5.10•	.10	Dly
	IDL T	.07	5.10•	.10	Dly
Pala, F.E.A.	IDL AF	2.15	1.61	.40	.....
"	BOS AF	2.13	1.60	.40	.....
"	CHI AF	2.21	1.66	.40	.....
"	YML AF	2.11	1.58	.40	.....
Palermo, Italy	IDL LI	1.55	1.17	.40	Dly
"	BOS LI	1.53	1.15	.40	M,W
Palma, Majorca	IDL IB	1.37	1.03	.40	M,W,F
"	IDL AF	1.37	1.03	.40	.....
"	BOS AF	1.35	1.01	.40	.....
"	CHI AF	1.42	1.08	.40	.....
"	IDL K	1.37	1.03	.40	M,W,F
Panama City, Pan.	MIA P	.39	.30	.20	Dly
"	MSY P	.45	.34	.20	Su,M,W,Sa
"	HOU P	.48	.37	.20	Dly
"	BRO P	.48	.37	.20	Su,T,F
"	LAX P	.61	.41	.20	Dly
"	HOU B	.48	.36	.20	M,T
"	CRP B	.48	.36	.20	M,T
"	DAL B	.51	.38	.20	M,T
"	BRO B	.48	.36	.20	M,T
"	FTW B	.51	.38	.20	M,T
"	MIA B	.39	.20	.20	M,T,Th,F,Sa
"	SAT B	.51	.38	.20	M,T
"	MSY TA	.45	.24	.20	Dly
"	MIA K	.39	.29	.20	T,F
"	YML K	.54	.41	.20	F
"	PIE AS	.30	.19	.20	Su,W
"	IDL LV	.49	.37	.20	Su,W,Sa
Pantelleria, Italy	IDL LI	1.55	1.14	.40	Dly
"	BOS LI	1.52	1.13	.40	M,W
Paramaribo, Surinam	IDL P	.64	.48	.20	Su,T
"	MIA P	.57	.43	.20	Su,T
"	MSY P	.64	.48	.20	T
"	HOU P	.68	.51	.20	T
"	BRO P	.68	.51	.20	T
"	LAX P	.81	.61	.30	W
"	MIA K	.57	.43	.20	Su,Th,Sa

Destination	Airport and Airline	RATES (See Note) Per Lb. (Under 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per $100 Value	Depart
Paris, France	IDL S	1.22	.92	.40	Dly except M
"	IDL EL	1.22	.92	.40	T,F,Sa
"	IDL SS	1.22	.92	.40	Dly
"	LAX SS	1.46	1.17	.40	Dly
"	IDL IB	1.22	.92	.40	M,W,F
"	IDL SR	1.22	.92	.40	Dly
"	IDL AF	1.22	.92	.40	Dly
"	BOS AF	1.21	.91	.40	Sa
"	CHI AF	1.28	.98	.40	W,Sa
"	YML AF	1.18	.89	.30	W,Sa
"	IDL K	1.22	.92	.40	Dly
"	YML K	1.18	.89	.30	Su,Th,F
"	IDL LI	1.22	.92	.40	Dly
"	BOS LI	1.21	.91	.40	M,W
"	IDL TW	1.22	.92	.40	22 Wkly
"	BOS TW	1.21	.91	.40	Th,F,Sa
"	CHI TW	1.28	.98	.40	23 Wkly
"	PHL TW	1.24	.94	.40	22 Wkly
"	MKC TW	1.32	.98	.40	23 Wkly
"	LAX TW	1.46	1.17	.40	23 Wkly
"	IDL P	1.22	.92	.40	Dly
"	BOS P	1.21	.91	.40	Su,T,Th
Pereira, Colombia	IDL AV	.64	.48	.20	T,W,Th,F,Sa
"	MIA AV	.54	.41	.20	T,W,Th,F,Sa
Pisa, Italy	IDL LI	1.38	1.03	.40	Dly
"	BOS LI	1.36	1.01	.40	M,W
Pointe a Pitre, Guad.	IDL P	.35	.27	.20	Su,T,Th
"	MIA P	.29	.22	.20	Su,T,Th
Pointe Noire, F.E.A.	IDL AF	2.25	1.69	.40	.....
"	BOS AF	2.24	1.68	.40	.....
"	CHI AF	2.31	1.75	.40	.....
Ponce, P. R.	MIA R	.15	.12	.10	T,Th
"	IDL R	.22	.20	.10	Su,W,F
"	BAL R	.22	.18	.10	M,T,W,Th,F
"	BOS R	.26	.21	.10	M,T,W,Th,F
"	CHI R	.32	.25	.20	M,T,W,Th,F
"	CVG R	.29	.23	.20	M,T,W,Th,F
"	CLE R	.28	.22	.10	M,T,W,Th,F
"	YIP R	.29	.23	.20	M,T,W,Th,F
Port au Prince, Haiti	MIA P	.15	.12	.10	2 Dly
	IDL P	.25	.21	.10	Dly
"	CHI DC	.28	.24	.10	M,T,Sa
"	YIP DC	.27	.23	.10	M,T,Sa
"	HOU DC	.25	.22	.10	M,T,Sa
"	MSY DC	.22	.18	.10	M,T,Sa
"	MEM DC	.26	.21	.10	M,T,Sa
Port Gentil	IDL AF	2.15	1.61	.40	.....
"	BOS AF	2.13	1.60	.40	.....
"	CHI AF	2.21	1.66	.40	.....
"	YML AF	2.11	1.58	.40	.....
Port of Spain, Trinidad	IDL P	.45	.34	.20	Su,T,Th,F
"	MIA P	.38	.29	.20	Dly
"	MSY P	.45	.34	.20	T,Th,F
"	HOU P	.48	.37	.20	M,W,Th,Sa
"	BRO P	.48	.37	.20	T,Th
"	LAX P	.63	.48	.20	Su,M,W
"	YML T	.50	.38	.20	W
"	YTO T	.50	.38	.20	W
"	MIA K	.38	.29	.20	M,T,Th,Sa
"	IDL BO	.45	.34	.20	Dly
"	YML BO	.50	.38	.20	.....
"	MIA BO	.38	.29	.20	.....
"	IDL AF	.45	.30	.20	F
"	IDL LV	.50	.38	.20	Dly except Su
"	MIA BZ	.27	.19	.10	Su,T,Th
"	IDL BZ	.43	.30	.20	.....
Port Sudan, Ang. Eg. Sudan	BOS BO	2.09	1.57	.40	Th,Sa
	YML BO	2.07	1.55	.40	.....
"	IDL BO	2.11	1.58	.40	.....
Porto Alegre, Brazil	IDL P	1.48	1.12	.40	Su,T,F
"	MIA P	1.42	1.07	.40	M,Th,Sa
"	MSY P	1.70	1.27	.40	M,Th,F,Sa
"	HOU P	1.88	1.41	.40	Su,Th,F
"	BRO P	1.80	1.36	.40	Su,F
"	LAX P	2.14	2.14	.40	Su,T,W
"	IDL V	1.48	1.12	.40	W,Sa
"	MIA BZ	1.22	.80	.40	T,Th,Sa
Prague, Czechoslovakia	IDL S	1.41	1.06	.40	Su,W,F
"	IDL K	1.41	1.06	.40	M,T,Th
"	IDL SR	1.41	1.06	.40	Dly

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Destination	Airport and Airline	RATES (See Note) Per Lb. (Under 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per $100 Value	Depart
Prague, Czechoslovakia	LAX SS	1.68	1.32	.40	Dly
"	IDL SS	1.41	1.06	.40	Dly
"	IDL AF	1.41	1.06	.40	Dly except Su
"	BOS AF	1.39	1.05	.40	Sa
"	CHI AF	1.47	1.12	.40	W,Sa
"	YML AF	1.37	1.03	.40	W,Sa
Prestwick, Scotland	IDL SS	1.08	.82	.30	Dly
"	YML T**	1.04	.78	.20	T,Th,Sa
"	IDL BO	1.08	.82	.30	Dly
"	YML BO	1.04	.78	.30	.....
"	BOS BO	1.07	.80	.30	Th,Sa
"	IDL P	1.08	.82	.30	Dly
"	BOS P	1.07	.80	.30	Dly
Puerto Saures, Bol.	MIA P	1.17	.87	.30	M,Sa
"	HOU P	1.26	.94	.40	Su,F
"	BRO P	1.26	.94	.40	Su,F
"	MSY P	1.22	.92	.40	M,Sa
"	LAX P	1.39	1.05	.40	Su
Quito, Ecuador	MSY P	.70	.53	.20	Su,T,W
"	HOU P	.73	.55	.20	T,Th,F
"	BRO P	.73	.55	.20	F
"	IDL AV	.74	.56	.20	M,W,F
"	MIA AV	.64	.48	.20	M,W,F
Rabat, Fr. Mor.	IDL AF	1.27	.95	.40	.....
"	BOS AF	1.25	.94	.40	.....
"	CHI AF	1.33	1.27	.40	.....
"	YML AF	1.23	.93	.40	.....
Rangoon, Burma	IDL BO	2.95	2.21	.40	Dly
"	YML BO	2.91	2.18	.40	.....
"	BOS BO	2.93	2.20	.40	Th,Sa
"	IDL K	2.95	2.21	.40	T,W,Sa
"	IDL SS	2.95	2.21	.40	Sa
"	IDL P	2.95	2.21	.40	Su,Th,F,Sa
"	BOS P	2.93	2.20	.40	Su,Th,F,Sa
"	SFO P	2.82	2.28	.40	W,Sa
"	LAX P	2.82	2.28	.40	W,Sa
Recife (Pernamburo) Brazil	IDL P	1.48	1.48	.40	Dly
"	MIA P	1.17	.87	.30	M,W,F
"	BRO P	1.56	1.56	.40	Dly
"	HOU P	1.65	1.65	.40	M,Sa
"	LAX P	1.85	1.85	.40	M,F
"	MSY P	1.51	1.51	.40	Su,W
"	MIA BZ	1.00	.77	.20	T,Th,Sa
Reggio Calabria, Italy	IDL LI	1.48	1.12	.40	Dly
"	BOS LI	1.46	1.11	.40	M,W
Regina, Sask., Canada	IDL T	.21	17.20•	.10	Dly
Reunion Island	IDL AF	2.84	2.13	.40	M,T,F
"	BOS AF	2.82	2.12	.40	Sa
"	CHI AF	2.90	2.19	.40	W,Sa
Rio de Janeiro, Bra.	IDL P	1.42	1.07	.40	Dly
"	MIA P	1.32	1.00	.40	Dly
"	MSY P	1.53	1.16	.40	T,F
"	HOU P	1.42	1.07	.40	T,F
"	BRO P	1.67	1.26	.40	T,F
"	LAX P	1.57	1.18	.40	Su,T,W
"	IDL V	1.42	1.07	.40	W,Sa
"	MIA BZ	1.20	.84	.30	T,Th,Sa
"	IDL BZ	1.36	.95	.40	.....
"	DAL B	1.42	1.07	.40	T
"	HOU B	1.38	1.04	.40	T
"	BRO B	1.38	1.04	.40	T
"	CRP B	1.38	1.04	.40	T
"	FTW B	1.42	1.07	.40	T
"	SAT B	1.42	1.07	.40	T
"	MIA B	1.27	.96	.40	T,Th,Sa
Robertsfield, Lib.	IDL AF	1.75	1.31	.40	W
"	BOS AF	1.73	1.30	.40	Sa
"	CHI AF	1.81	1.37	.40	W,Sa
"	YML AF	1.71	1.28	.40	W,Sa
"	IDL P	1.75	1.31	.40	Th
"	BOS P	1.73	1.30	.40	Th
Robore, Bolivia	MIA P	1.17	.87	.30	M
"	MSY P	1.23	.92	.40	M
"	HOU P	1.26	.94	.40	Su
Rome, Italy	IDL S	1.46	1.09	.40	Su,W
"	IDL LI	1.46	1.09	.40	Dly
"	BOS LI	1.44	1.08	.40	M,W
"	IDL BO	1.46	1.09	.40	Dly
"	BOS BO	1.44	1.08	.40	Th,Sa
"	YML BO	1.42	1.06	.40	.....
"	IDL EL	1.46	1.09	.40	T,F,Sa
"	IDL SS	1.46	1.09	.40	Dly
"	LAX SS	1.72	1.35	.40	Dly
"	IDL AF	1.46	1.09	.40	Dly
"	BOS AF	1.44	1.08	.40	Sa
"	CHI AF	1.52	1.15	.40	W,Sa
"	YML AF	1.42	1.06	.40	W,Sa
"	IDL K	1.46	1.09	.40	Dly
"	YML K	1.42	1.06	.40	T,Th,F
"	IDL TW	1.46	1.09	.40	29 Wkly
"	BOS TW	1.44	1.08	.40	M,W,Th,F,Sa
"	CHI TW	1.52	1.15	.40	30 Wkly
"	PHL TW	1.47	1.15	.40	29 Wkly
"	MKC TW	1.55	1.15	.40	30 Wkly
"	LAX TW	1.72	1.35	.40	30 Wkly
"	IDL SR	1.46	1.09	.40	Dly
"	IDL P	1.46	1.09	.40	Dly
"	BOS P	1.44	1.08	.40	Dly
"	CHI P	1.52	1.15	.40	Dly
"	IDL SW	1.46	1.09	.40	.....
"	IDL IB	1.46	1.09	.40	M,W,F
Saigon, Indo-China	IDL AF	3.27	2.45	.40	Su,T,W,F,Sa
"	BOS AF	3.26	2.44	.40	Sa
"	CHI AF	3.33	2.51	.40	W,Sa
"	YML AF	3.23	2.42	.40	W,Sa
St. Croix, Virg. Is.	IDL P	.27	.21	.10	Su,T,Th
"	MIA P	.20	.15	.10	Su,T,Th
St. John, N. B.	BOS T	.05	4.20•	.10	Dly
St. Johns, Antigua, B.W.I.	IDL P	.34	.26	.20	Su,M,T,Th
	MIA P	.25	.19	.10	Su,M,T,Th

Destination	Airport and Airline	RATES (See Note) Per Lb. (Under 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per $100 Value	Depart
St. John, N. F.	BOS T	.15	12.30•	.10	Dly
St. Kitts, B.W.I.	MIA K	.26	.20	.10	W
St. Thomas, Virgin Is. (U.S.)	IDL P	.26	.21	.10	Su,T,Th
	MIA P	.19	.15	.10	Su,T,Th
	YML BO	.31	.25	.20	.....
Salisbury, So. Rhod.	IDL BO	2.25	1.69	.40	Dly
"	BOS BO	2.24	1.68	.40	.....
"	YML BO	2.21	1.66	.40	.....
Salta, Argentina	MIA P	1.24	.93	.40	Sa
"	MSY P	1.30	.98	.40	Sa
"	HOU P	1.33	1.00	.40	F
Salsburg, Austria	IDL K	1.39	1.04	.40	M,W,Th,Sa
"	IDL S	1.39	1.04	.40	F
"	IDL S	1.33	1.00	.40	F
San Ignacio de Velasco, Bolivia	MIA P	1.17	.87	.30	M
"	MSY P	1.22	.92	.40	M
"	HOU P	1.26	.94	.40	Su
"	BRO P	1.26	.94	.40	Su
"	LAX P	1.39	1.05	.40	Su
San Jose, Bolivia	MIA P	1.16	.63	.30	M,Th
"	MSY P	1.22	.92	.40	M,Th
San Jose, Costa Rica	MIA P	.35	.23	.10	M,F
"	MSY P	.45	.34	.20	Su,M,W,Sa
"	HOU P	.48	.36	.20	M,Th
"	BRO P	.45	.34	.20	T,F
"	LAX P	.61	.46	.20	Su,W,F
"	MSY TA	.34	.22	.20	Dly except Su
"	MEX TA	.31	.20	.20	Dly except Su
"	MIA K	.39	.22	.20	M,F
San Juan, Puerto Rico	IDL P	.22	.20	.10	Four Daily
"	MIA P	.15	.12	.10	Four Daily
"	MIA R	.15	.12	.10	Dly
"	IDL R▲▲	.22	.20	.10	Dly
"	BAL R	.22	.18	.10	M,T,W,Th,F
"	BOS R	.26	.21	.10	M,T,W,Th,F
"	CHI R	.32	.25	.10	M,T,W,Th,F
"	CVG R	.29	.23	.10	M,T,W,Th,F
"	CLE R	.28	.22	.10	M,T,W,Th,F
"	YIP R	.29	.23	.10	M,T,W,Th,F
"	CHI DC	.32	.25	.20	M,Th,Sa
"	YIP DC	.31	.24	.20	M,Th,Sa
"	MEM DC	.26	.21	.10	Sa
"	CHI E▲▲	.32	.25	.20	Dly
"	YIP E▲▲	.29	.23	.20	Dly
"	IDL E▲▲	.22	.20	.10	Three Dly
"	MIA E▲▲	.15	.12	.10	Dly
"	BAL E	.22	.18	.10	.....
"	BOS E	.26	.21	.10	.....
"	CLE E	.28	.22	.10	.....
"	MEM E	.28	.22	.10	.....
San Salvador, El Salvador	MIA P	.37	.28	.20	M,W,F,Sa
"	MSY P	.39	.29	.20	Sa,Su,T,Th
"	HOU P	.36	.28	.20	Dly
"	BRO P	.34	.26	.20	Dly except Su
"	LAX P	.50	.38	.20	Su,W,Sa
"	MSY TA	.30	.18	.10	Dly
"	MEX TA	.20	.13	.10	Dly
"	PIE AS	.25	.18	.10	T,Th,Sa
"	MIA TN	.25	.17	.10	M,Th
Santa Cruz, Bolivia	MIA P	1.17	.87	.30	M,Th
"	MSY P	1.22	.92	.40	M,Th
"	HOU P	1.24	.93	.40	Su,W
"	BRO P	1.24	.93	.40	Su,T
"	LAX P	1.37	1.03	.40	Su,W
Santa Maria, Azores	IDL P	.86	.65	.30	Su,T,Th,Sa
"	BOS P	.84	.64	.30	Su,Th,Sa
"	IDL TW	.86	.65	.30	M,W
"	BOS TW	.84	.64	.30	T,W
"	CHI TW	.92	.70	.30	M,T,W
"	PHL TW	.88	.67	.30	M,T,W
"	MKC TW	.99	.76	.30	M,T,W
"	LAX TW	1.13	.90	.30	Su,M,T
Santa Marta, Colombia	IDL AV	.86	.43	.20	M,Th,Sa
	MIA AV	.46	.35	.20	Su,M,W,Th
Santiago, Chile	MIA P	1.31	.98	.40	Dly
"	IDL P	1.41	1.06	.40	Dly
"	MSY P	1.37	1.03	.40	Dly
"	HOU P	1.41	1.06	.40	Dly
"	BRO P	1.41	1.06	.40	Su,T,F,Sa
"	LAX P	1.53	1.15	.40	M,Th,Sa
Sao Luis, Brasil	MIA BZ	.89	.89	.30	T,Th,Sa
Sao Paulo, Brasil	IDL P	1.42	1.07	.30	Dly except M
"	MIA P	1.32	1.00	.30	Th
"	MSY P	1.53	1.16	.40	W
"	HOU P	1.42	1.07	.40	T
"	BRO P	1.67	1.26	.40	T
"	LAX P	1.57	1.18	.40	T,Sa
"	SFO P	1.57	1.18	.40	T,Sa
"	IDL V	1.33	1.02	.40	W,Sa
"	MIA BZ	1.20	.84	.30	T,Th,Sa
"	IDL BZ	1.36	.95	.40	.....
"	BRO B	1.38	1.04	.40	T
"	CRP B	1.38	1.04	.40	T
"	DAL B	1.42	1.07	.40	T
"	FTW B	1.42	1.07	.40	T
"	HOU B	1.38	1.04	.40	T
"	MIA B	1.27	.96	.40	T,Th,Sa
"	SAT B	1.42	1.07	.40	T
Seoul, Korea	CHI NW	2.70	2.03	.40	Su,T,Th
"	YIP NW	2.72	2.04	.40	Su,T,Th
"	MKE NW	2.70	2.03	.40	Su,T,Th
"	MSP NW	2.66	2.00	.40	Su,T,Th
"	IDL NW	2.76	2.07	.40	Su,T,Th
"	PDX NW	2.52	1.89	.40	Su,T,Th
"	SEA NW	2.52	1.89	.40	Su,T,Th
"	BOS NW	2.76	2.07	.40	Su,T,Th
Shannon, Eire	IDL P	1.04	.78	.30	Dly
"	BOS P	1.03	.77	.30	Dly
"	IDL LI	1.04	.78	.30	Dly
"	BOS LI	1.03	.77	.30	M,W
"	IDL TW	1.04	.78	.30	9 Wkly
"	BOS TW	1.03	.77	.30	T,Th,Sa
"	PHL TW	1.06	.80	.30	9 Wkly

Destination	Airport and Airline	RATES (See Note) Per Lb. (Under 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per $100 Value	Depart
Shannon (Cont'd)	CHI TW	1.10	.84	.30	10 Wkly
"	MKC TW	1.13	.84	.30	9 Wkly
"	LAX TW	1.31	1.04	.40	9 Wkly
"	IDL SR	1.04	.78	.30	Dly
"	IDL K	1.04	.78	.30	Dly
"	IDL SW	1.04	.78	.30	.....
"	IDL S	1.04	.78	.30	W,F,Sa
Singapore, Mal. St.	IDL BO	3.16	2.37	.40	Dly
"	YML BO	3.12	2.34	.40	.....
"	BOS BO	3.14	2.35	.40	Th,Sa
"	SFO P	2.50	1.88	.40	M,F
"	LAX P	2.50	1.88	.40	M,F
"	IDL K	3.16	2.37	.40	Su,W,Sa
"	YML K	3.12	2.34	.40	Sa,W
Sofia, Bulgaria	IDL K	1.68	1.26	.40	Th
Stanleyville, Bel. Congo	IDL S	2.25	1.69	.40	Su,T,W,Th,F, Sa
Stavenger, Norway	IDL SS	1.31	.98	.40	Dly
"	LAX SS	1.57	1.24	.40	Dly
Stockholm, Sweden	IDL SS	1.33	1.00	.40	Dly
"	LAX SS	1.60	1.25	.40	Dly
"	IDL K	1.33	1.00	.40	Dly
"	YML K	1.29	.97	.40	Su,Th,F
"	IDL S	1.33	1.00	.40	Dly except M
"	IDL P	1.33	1.00	.40	Dly
"	BOS P	1.31	.98	.40	Dly
"	IDL AF	1.33	1.00	.40	Su,M,Th,F
"	BOS AF	1.31	.98	.40	Sa
"	CHI AF	1.39	1.06	.40	W,Sa
"	YML AF	1.29	.97	.40	W,Sa
Strasbourg, France	IDL AF	1.23	.93	.40	.....
Stuttgart, Germany	IDL P	1.32	.99	.40	Dly
"	BOS P	1.30	.98	.40	Dly
"	IDL LH	1.32	.99	.40	M,T,Th,F,Sa
"	IDL S	1.32	.99	.40	T,W,Th,F
"	IDL SS	1.32	.99	.40	Dly
"	LAX SS	1.59	1.23	.40	Dly
"	IDL SR	1.32	.99	.40	Dly
"	IDL K	1.32	.99	.40	Dly
"	YML K	1.28	.95	.40	Su,Th,F
"	IDL SW	1.32	.99	.40	.....
"	IDL AF	1.32	.99	.40	Dly except F
"	BOS AF	1.30	.98	.40	Sa
"	CHI AF	1.38	1.05	.40	W,Sa
"	YML AF	1.28	.95	.40	W,Sa
"	IDL SW	1.32	.99	.40	.....
Suva, Fiji Islands	SFO P	1.78	1.36	.40	M,T,Th,Sa
Sydney, Australia	LAX P	2.21	1.66	.40	M,T,Th,Sa
"	SFO P	2.21	1.66	.40	M,T,Th,Sa
"	SEA P	2.21	1.66	.40	M,T,Th,Sa
"	PDX P	2.21	1.66	.40	M,T,Th,Sa
"	SFO Q	2.20	1.66	.40	M,W,Th,Sa
"	YVR Q	2.20	1.66	.40	Su
"	IDL K	3.56	2.67	.40	F
"	YML K	3.52	2.64	.40	Sa
"	IDL BO	3.56	2.67	.40	Dly
"	YML BO	3.56	2.67	.40	.....
"	BOS BO	3.54	2.65	.40	Th,Sa
Sydney, N. S.	BOS T	.09	7.40•	.10	Dly
Taipeh, Formosa	IDL NW	2.77	2.08	.40	T,Th,Sa
"	YIP NW	2.73	2.05	.40	T,Th,Sa
"	MKE NW	2.71	2.03	.40	T,Th,Sa
"	MSP NW	2.67	2.00	.40	T,Th,Sa
"	CHI NW	2.71	2.03	.40	T,Th,Sa
"	PDX NW	2.53	1.90	.40	T,Th,Sa
"	SEA NW	2.53	1.90	.40	T,Th,Sa
"	BOS NW	2.77	2.08	.40	T,Th,Sa
Takoradi (Gold Coast)	IDL• BO	1.98	1.48	.40	Dly
	BOS BO	1.96	1.47	.40	Dly
"	YML BO	1.94	1.45	.40	.....
Talara, Peru	MIA P	.73	.55	.20	Dly ex. Th,Sa
"	MSY P	.78	.59	.30	Su,M,T,F
"	BRO P	.82	.62	.30	M,Th,Sa
"	HOU P	.82	.62	.30	Su,W,F
Tampico, Mexico	HOU P	.13	.09	.10	Dly
"	BRO P	.10	.08	.10	T,W,F
"	LAX P	.36	.29	.20	Dly
Tananarive, Madagascar	IDL AF	2.66	1.99	.40	M,W,F
	BOS AF	2.64	1.98	.40	F
"	CHI AF	2.71	2.05	.40	.....
"	YML AF	2.62	1.96	.40	.....
Tangier, Morocco	IDL AF	1.32	.99	.40	Sa,Sy,T
"	BOS AF	1.30	.98	.40	Sa
"	CHI AF	1.37	1.04	.40	W,Sa
"	YML AF	1.27	.96	.40	W,Sa
Tapachula, Mexico	MIA P	.43	.32	.20	Dly
"	MSY P	.39	.19	.20	Sa,Su,T,Th
"	HOU P	.29	.22	.20	Dly
"	BRO P	.28	.21	.10	Dly except Su
"	LAX P	.43	.33	.20	Dly
Tegucigalpa, Hon.	MIA P	.37	.28	.20	W,F,Sa
"	MSY P	.40	.30	.20	Sa,Su,T,Th
"	HOU P	.30	.30	.20	Su,T,W,Sa
"	BRO P	.38	.29	.20	T,F
"	LAX P	.53	.38	.20	Dly ex. M,W
"	MSY TA	.32	.18	.20	Dly except Su
"	MEX TA	.23	.16	.20	Dly except Su
"	MIA TN	.20	.17	.15	M,W
Teheran, Iran	IDL AF	2.23	1.67	.40	Th,Su
"	BOS AF	2.21	1.66	.40	Sa
"	CHI AF	2.29	1.73	.40	W,Sa
"	YML AF	2.19	1.64	.40	W,Sa
"	IDL K	2.23	1.67	.40	M,Th
"	YML K	2.19	1.64	.40	W
"	IDL LI	2.23	1.67	.40	Dly
"	BOS LI	2.21	1.66	.40	M,W
"	IDL SS	2.23	1.67	.40	T,F
"	LAX SS	2.50	1.93	.40	T,F
"	IDL LU	2.23	1.67	.40	T,F,Sa
"	IDL P	2.23	1.67	.40	Dly ex. T,Th
"	BOS P	2.21	1.66	.40	Dly ex. T,Th

Destination	Airport and Airline	RATES (See Note) Per Lb. (Under 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per $100 Value	Depart
Tel Aviv, Israel	IDL S	1.87	1.40	.40	Su
"	IDL EL	1.87	1.40	.40	T,F,Sa
"	IDL LI	1.87	1.40	.40	Dly
"	BOS LI	1.85	1.39	.40	M,W
"	IDL K	1.87	1.40	.40	Su,T
"	YML K	1.83	1.37	.40	Sa
"	IDL TW	1.87	1.40	.40	M,W,F
"	PHL TW	1.89	1.42	.40	M,W,F
"	CHI TW	1.93	1.46	.40	M,W,F
"	MKC TW	1.96	1.46	.40	M,W,F
"	LAX TW	2.14	1.66	.40	Su,T,Th
"	IDL AF	1.87	1.40	.40	Su
"	BOS AF	1.85	1.39	.40	Sa
"	CHI AF	1.93	1.46	.40	W,Sa
"	YML AF	1.83	1.37	.40	W,Sa
"	IDL SR	1.87	1.40	.40	Su,T,W
"	IDL SS	1.87	1.40	.40	Sa
"	LAX SS	2.14	1.66	.40	Su
Tokyo, Japan	IDL P	3.87	2.90	.40	Dly
"	BOS P	3.85	2.89	.40	Dly
"	**LAX P**	**2.50**	**1.88**	**.40**	**M,W,Sa**
"	**SFO P**	**2.50**	**1.88**	**.40**	**Dly**
"	**SEA P**	**2.50**	**1.88**	**.40**	**Dly**
"	**PDX P**	**2.50**	**1.88**	**.40**	**Dly**
"	IDL AF	3.87	2.90	.40	T,Sa
"	BOS AF	3.85	2.89	.40	W,Sa
"	CHI AF	3.90	2.93	.40	W,Sa
"	YML AF	3.83	2.87	.40	W,Sa
"	IDL SS	3.87	2.90	.40	T,Th,Sa
"	**ANC NW**	**2.39**	**1.80**	**.40**	**Dly**
"	**CHI NW**	**2.68**	**2.01**	**.40**	**Dly**
"	**YIP NW**	**2.69**	**2.02**	**.40**	**Dly**
"	**MKE NW**	**2.68**	**2.01**	**.40**	**Dly**
"	**MSP NW**	**2.64**	**1.98**	**.40**	**Dly**
"	**PIT NW**	**2.72**	**2.04**	**.40**	**Dly**
"	**PDX NW**	**2.49**	**1.87**	**.40**	**Dly**
"	**IDL NW**	**2.74**	**2.05**	**.40**	**Dly**
"	**SEA NW**	**2.49**	**1.87**	**.40**	**Dly**
"	IDL BO	3.87	2.90	.40	Dly
"	YML BO	3.83	2.87	.40	.....
"	BOS BO	3.85	2.89	.40	Th,Sa
"	IDL K	3.87	2.90	.40	Su,T,F
"	SFO J	2.49	1.87	.40	Su,T,Th,Sa
"	IDL J	2.74	2.05	.40	.....
Toronto, Ont., Can.	LGA A**	.07	.0478	.10	Dly
"	IDL A**	.07	.0478	.10	Dly
"	EWR A**	.07	.0478	.10	Dly
"	BUF A**	.07	.0478	.10	Dly
"	IDL T	.07	4.80	.10	Dly
Trapani, Italy	IDL LI	1.48	1.12	.40	Dly
"	BOS LI	1.46	1.11	.40	M,W
Trieste, Italy	IDL LI	1.47	1.10	.40	Dly
"	BOS LI	1.45	1.09	.40	M,W
Trinidad, Cuba	MIA P	.15	.11	.10	Dly
Tripoli, Libya	IDL BO	1.47	1.11	.40	Dly
"	YML BO	1.43	1.08	.40	.....
"	BOS BO	1.46	1.09	.40	Th,Sa
"	IDL S	1.47	1.11	.40	Su,T,Th
Trujillo, Honduras	MEX TA	.28	.22	.20	M,T,W,Th,F
Tshikapa, Bel. Congo	IDL S	2.32	1.74	.40	Su
"	IDL LI	1.35	1.02	.40	Dly
"	BOS LI	1.33	1.01	.40	M,W
Tunis, Tunisia	IDL AF	1.41	1.06	.40	Su,M,W,Th,F
"	BOS AF	1.39	1.04	.40	Sa
"	CHI AF	1.47	1.12	.40	W,Sa
"	YML AF	1.37	1.03	.40	W,Sa
"	IDL TW	1.41	1.06	.40	F
"	PHL TW	1.42	1.08	.40	F
"	CHI TW	1.47	1.12	.40	F
"	MKC TW	1.50	1.12	.40	F
"	LAX TW	1.68	1.31	.40	Th

Destination	Airport and Airline	RATES (See Note) Per Lb. (Under 10-45 Lbs.)	Per Lb. (Over 100 Lbs.)	Per $100 Value	Depart
Vancouver, B. C., Canada	SEA U	.07	1.0478	.10	Dly
"	SFO U	.12	.0982	.10	Dly
"	LGA U	.31	.2946	.10	Dly
"	BDL U	.32	.3003	.20	Dly
"	BOS U	.32	.3061	.20	Dly
"	EWR U	.31	.2946	.20	Dly
"	PHL U	.31	.2946	.20	Dly
"	CLE U	.27	.2541	.10	Dly
"	DCA U	.31	.2888	.20	Dly
"	CHI U	.24	.2195	.10	Dly
"	DEN U	.15	.1363	.10	Dly
"	SLC U	.12	.1035	.10	Dly
"	LAX U	.15	.1312	.10	Dly
"	PDX U	.07	.0478	.10	Dly
"	IDL T	.31	25.60●	.20	Dly
"	SFO Q	.11	.08	.10	Su
Venice, Italy	IDL LI	1.45	1.09	.40	Dly
"	BOS LI	1.43	1.08	.40	M,W
Victoria, B. C.	IDL T	.32	.26	.20	Dly
Vienna, Austria	IDL P	1.43	1.08	.40	Su,W,Th,Sa
"	BOS P	1.42	1.06	.40	Su,W,Th,Sa
"	IDL S	1.43	1.08	.40	Su
"	IDL AF	1.43	1.08	.40	T,Th
"	CHI AF	1.49	1.13	.40	W,Sa
"	BOS AF	1.42	1.06	.40	Sa
"	YML AF	1.39	1.04	.40	W,Sa
"	IDL LI	1.43	1.08	.40	Dly
"	BOS LI	1.42	1.06	.40	M,W
"	IDL SS	1.43	1.08	.40	Th,Sa
"	LAX SS	1.70	1.33	.40	Th,Sa
"	IDL K	1.43	1.08	.40	Su,T,W,F,Sa
"	YML K	1.39	1.04	.40	Sa
"	IDL SR	1.43	1.08	.40	Dly
"	IDL EL	1.43	1.08	.40	T,F,Sa
Visby, Sweden	IDL SS	1.32	.99	.40	Dly
Wake Island	LAX P	1.66	1.22	.40	Dly
"	SFO P	1.66	1.22	.40	Dly
"	PDX P	1.66	1.22	.40	Dly
"	SEA P	1.66	1.22	.40	Dly
Warsaw, Poland	IDL SS	1.54	1.16	.40	.....
"	IDL K	1.54	1.16	.40	M,W
Windsor, Ont., Can.	IDL T	.06	5.50●	.10	Dly
Winnepeg, Man., Canada	IDL T	.17	14.00●	.10	Dly
"	IDL NW	.17	.14	.10	Dly
"	YIP NW	.16	.13	.10	Dly
"	MKE NW	.13	.10	.10	Dly
"	MSP NW	.09	.07	.10	Dly
"	PDX NW	.17	.14	.10	Dly
"	CHI NW	.11	.09	.10	Dly
"	SEA NW	.17	.14	.10	Dly
Yaounde, F.E.A.	IDL AF	2.15	1.61	.40	M,W,F
"	BOS AF	2.13	1.60	.40	Sa
"	CHI AF	2.21	1.66	.40	W,Sa
"	YML AF	2.11	1.58	.40	W,Sa
Zurich, Switzerland	IDL SR	1.30	.98	.40	Dly
"	IDL SS	1.30	.98	.40	Dly
"	LAX SS	1.57	1.23	.40	Dly
"	IDL S	1.30	.98	.40	Dly except M
"	IDL AF	1.30	.98	.40	M,W,F
"	BOS AF	1.28	.97	.40	Su
"	CHI AF	1.36	1.03	.40	W,Sa
"	YML AF	1.26	.95	.40	W,Sa
"	IDL EL	1.30	.98	.40	T,F,Sa
"	IDL K	1.30	.98	.40	Dly
"	YML K	1.26	.95	.40	Su,Th,F
"	BOS BO	1.28	.97	.40	Th,Sa
"	IDL BO	1.30	.98	.40	Dly
"	YML BO	1.26	.95	.40	.....
"	IDL TW	1.30	.98	.40	Dly
"	PHL TW	1.32	1.00	.40	Dly
"	BOS TW	1.28	.97	.40	Th
"	CHI TW	1.36	1.03	.40	Dly
"	MKC TW	1.39	1.03	.40	Dly
"	LAX TW	1.57	1.23	.40	Dly
"	IDL SW	1.30	.98	.40	.....
"	IDL LI	1.30	.98	.40	Dly
"	BOS LI	1.28	.97	.40	M,W,F

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1 *How to Save Labor Costs with Corrugated Boxes*, another one of those excellent booklets in H&D's Little Packaging Library.

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4 Brochure describing a new type of metal closure device for plywood reusable containers, including special air cargo containers.

5 Readers concerned with effective materials handling may reserve without charge the Hyster Company's new 10-minute color and sound film on lift truck. Included in the film are on-the-job scenes filmed at various types of industries throughout the country.

6 Latest membership list of the Customs Brokers & Forwarders Association of America, national industry body.

264 Newly revised consular documentary requirements and charges, as prepared by Air Express International.

265 Shippers to Germany will be interested in Air France's new bulletin showing how next-day deliveries to Munich, Stuttgart, Nuremberg, Berlin, and other points are achieved.

266 *How to Engineer Corrugated Shipping Boxes*, a newly revised edition of the 24-page booklet which describes each step in the development of a specific carton for a specific job.

267 *Workhorses With Wings*, illustrated booklet which dramatically relates the story of American Airlines' coast-to-coast freight service. Extremely interesting.

268 *Why Air Cargo?*—a folder, designed by KLM, which provides information of value to the air shipper.

269 A new brochure which details KLM's new DC-6A transatlantic all-cargo service.

270 This will be of interest to you—Pan American World Airways' test designed to help the shipper decide how high air cargo can lift profits.

271 Interested in South America? Write for Panagra's bibliography on the southern continent—*Books About South America.*

272 Newly revised Air Freight Memorandum Tariff of TWA, showing domestic air freight rates and featuring a simplified method of computing charges.

273 *How to Get More for Your Shipping Dollar*, a handsome brochure by Flying Tiger Line providing information on the all-cargo carrier's regular and deferred air freight services.

274 Air France's new brochure detailing cargo rates between New York and Mexico and Central America.

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286	287	288	289	290	291	292	293	294	295	296

New Items This Month

It is the policy of the editors to retain each *Come 'n' Get It* item for a period of three months.

The items added this month are numbers 1 to 6 inclusive.

275 *The Air Express Story*, an eight-page illustrated brochure which relates the background and current services of REA's Air Express Division.

276 *Uncle Sam's Best Buy*, an interesting booklet outlining the outstanding record of the scheduled airlines of the United States.

277 *Pressed for Time?*—another in REA's series of brochures underlining the value of air express.

278 Elwell-Parker's new four-page brochure illustrating and describing its Cascade load clamp, side shift and rotating attachments for its line of powered industrial trucks.

279 Four-page bulletin giving specifications and drawings of Automatic Transportation Company's Model LO-2 low lift platform electric-driven industrial truck.

280 Brochure on a new tray-type expendable pallet, the Model P. Claimed to have capacities up to a ton, stack-loaded four high, with important economies.

281 *Blue Book of Packaging*, Gerrard Steel Strapping's new 36-page book containing 130 photos of interesting and unique strapping applications as well as a complete review of the company's products.

282 Air France folder providing specific commodity rates on tools, machines, and electrical equipment.

283 Air France folder providing specific Commodity rates on surface vehicles and aircraft.

284 Air France folder providing specific commodity rates on tobacco samples.

285 Air France folder providing specific commodity rates on musical instruments, music records, sporting goods, and toys.

286 Air France folder providing specific commodity rates on furs, leathers, etc.

287 Air France folder providing specific commodity rates on semi-manufactured products: metals (ingots); plastics.

288 Air France folder providing specific commodity rates on chemicals and related products.

289 Air France folder providing specific commodity rates on silverware, other cutlery, ceramics, and glassware.

290 Air France folder providing specific commodity rates on textile materials and wearing apparel.

291 Air France folder providing specific commodity rates on optical goods and photographic goods.

292 Air France folder providing specific commodity rates on scientific and precision instruments, including timepieces.

293 Air France folder providing specific commodity rates on personal effects and household goods.

294 Literature on a new line of cargo tie-down fittings for aircraft designed to anchor to standard floor seat track.

295 Information on Elwell-Parker's new 10,000-pound capacity electric-powered high-lift platform truck, designed for rugged handling operations.

296 Information on a new 250-pound tensile strength strapping tape with a vinyl plastic backing for package reinforcing, palletizing, unitizing, etc.

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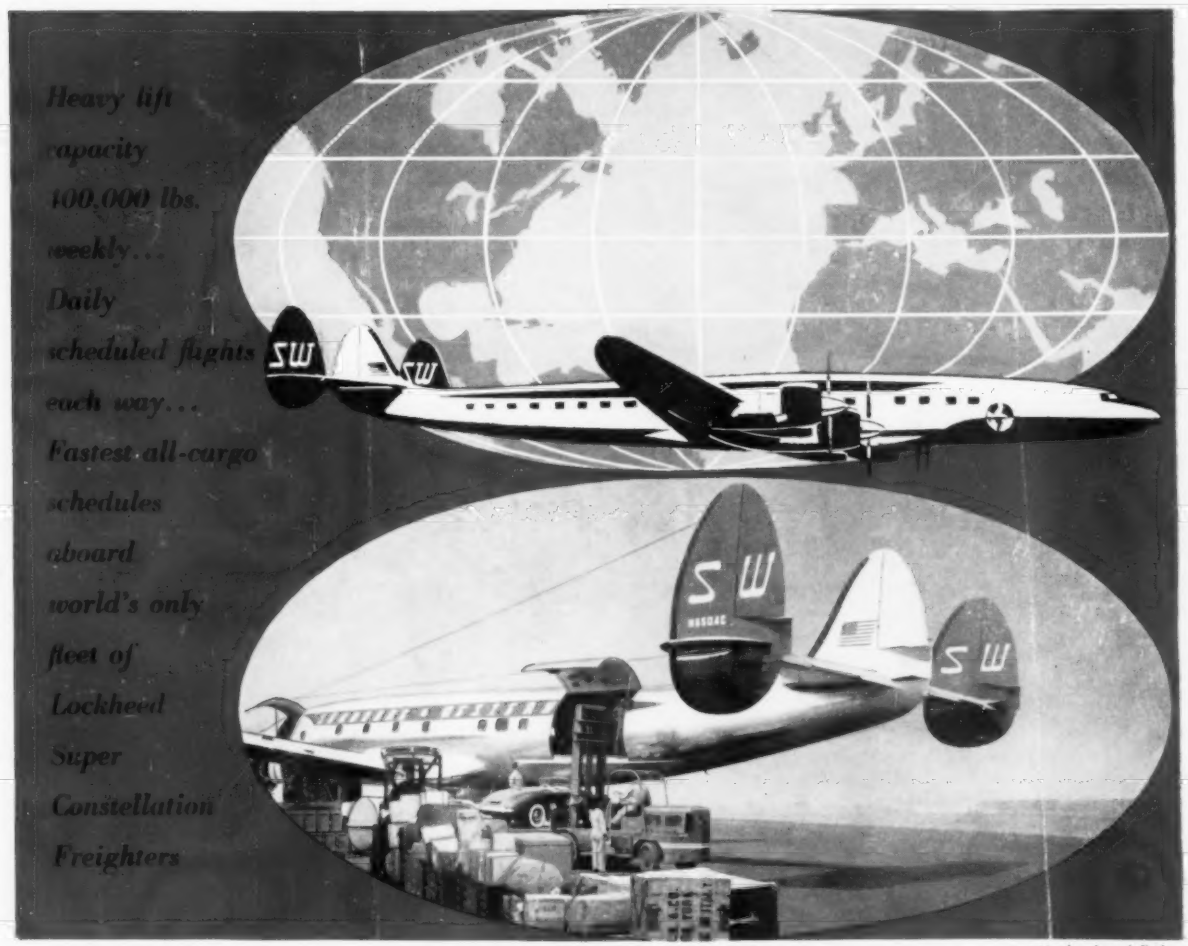
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